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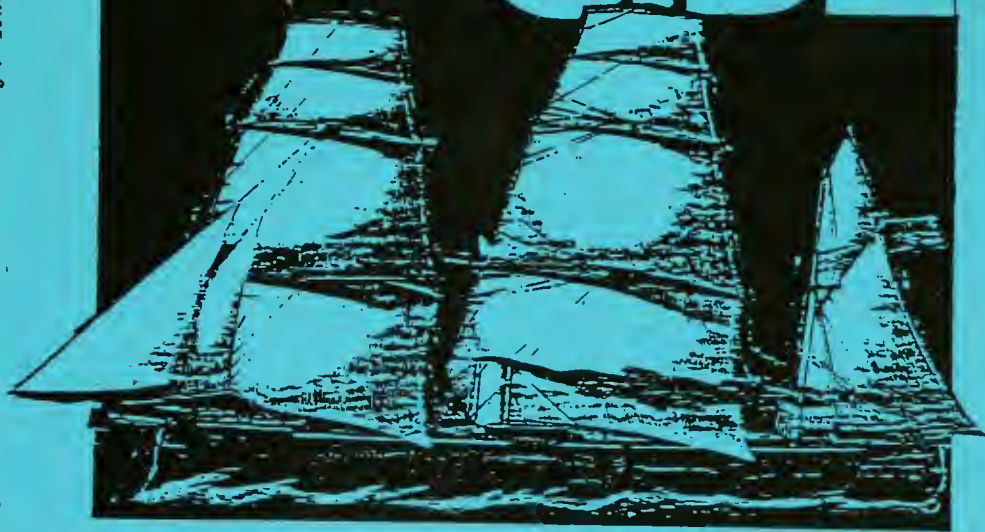
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PROJECT STATUS REPORT
January 1983 - June 1983

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City of Boston, Kevin H. White, Mayor
Boston Redevelopment Authority, Robert J. Ryan, Director

EAST BOSTON HARBOR SIDE



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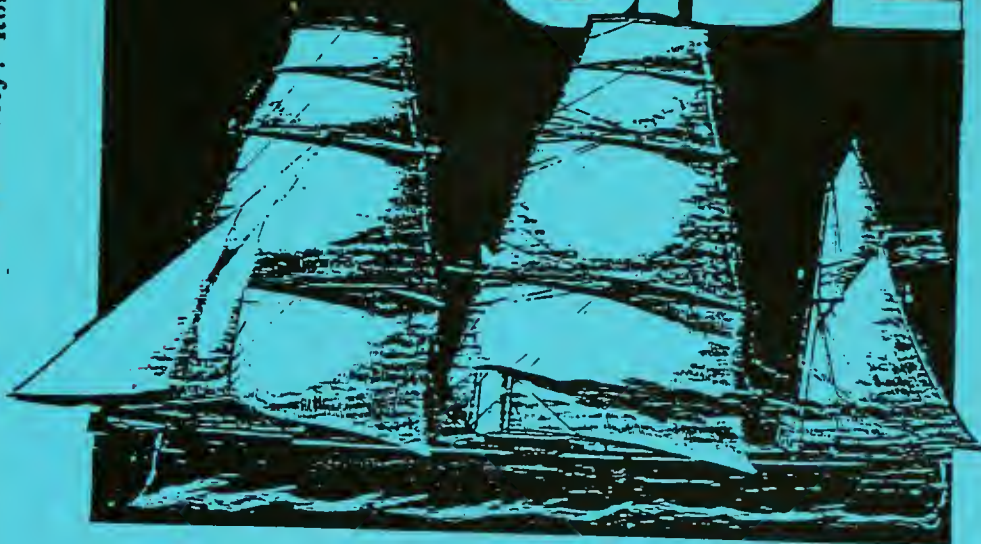
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PROJECT STATUS REPORT
January 1983 - June 1983

4

EAST BOSTON HARBOR SIDE

City of Boston, Kevin H. White, Mayor
Boston Redevelopment Authority, Robert J. Ryan, Director



Boston Redevelopment Authority

Robert J. Ryan, Director

September 3, 1983

Mr. David W. Davis, Executive Director
Massachusetts Port Authority
99 High Street
Boston, MA 02110

Dear Mr. Davis:

I am pleased to submit our fourth status report on the East Boston Piers concerning the activities which have been carried out by the Authority together with the East Boston Project Advisory Committee. This report covers the period January 1, 1983, through June 30, 1983, and reviews the progress made toward formulating a development plan for the East Boston Piers.

In the last six months, a consultant team headed by Arthur Erickson Architects has been placed under contract to assist the Project Advisory Committee working with the BRA in developing a Master Plan for broad public review and comment. Extensive and substantive discussion has taken place regarding the development program and methods to achieve stated goals and objectives.

The attached report highlights the consultant selection process, contract procedure and recent PAC activities.

Together with your staff, the consultant team and the Project Advisory Committee, we are proceeding to carry out the planning process in accordance with our agreement of August 26, 1981.

Sincerely,

Robert J. Ryan
Director

Attachment

EAST BOSTON HARBORSIDE

(Piers 1-5)

STATUS REPORT

January 1, 1983 - June 30, 1983

This Status Report highlights the activities of the East Boston Project Advisory Committee and the Boston Redevelopment Authority on the East Boston Piers (Harborside) project from January 1, 1983, through June 30, 1983. All work has been carried out in conformance with the Agreement between the Boston Redevelopment Authority and the Massachusetts Port Authority executed on August 26, 1981. Substantial progress has been made in completing tasks associated with Phase III and Phase IV of our work. The completion of Phase IV will result in a development plan formulated through broad neighborhood and agency review.

More specifically, the activities that have taken place are:

I. CONSULTANT SELECTION (Attachment I)

During January, an intensive review of all consultant submissions received in response to our Request For Qualifications was undertaken by BRA, MPA and a representative of the PAC (Ia). This resulted in the selection of seven of the thirty-two consultant teams for interviews (Ib). This review process culminated in the selection of Arthur Erickson Architects as prime consultant to provide supplemental services leading to the formulation of a development plan for the East Boston Harborside project.

II. CONSULTANT CONTRACT (Attachment II)

Following the selection and announcement of Arthur Erickson Architects as the primary consultant for the project (IIa), work for the preparation of a contract was undertaken. This work included the development and finalization of an agreed upon scope of work, contract terms and conditions, refinement of the nature and extent of sub-consultant participation, and the development of an agreed upon time schedule for completion of work tasks.

The resulting contract was executed on March 3, 1983 (IIb) and subsequently amended on June 9, 1983 (IIc) to incorporate additional market and financial feasibility testing.

III. PROJECT ADVISORY COMMITTEE MEETINGS AND ACTIVITIES (Attachment III)

The Project Advisory Committee has been involved in all aspects of the planning process from consultant selection to reviewing the work accomplished to date. The meetings with the Project Advisory

Committee have been most beneficial in providing direction to the planning effort and bringing to light areas of local concern (IIIa). All these meetings have been open to the public and advertised in local papers (.IIb) resulting in attendance by other interested local residents and groups. Through this public review and feedback on the additional data collected and analyzed by the BRA and the Consultant team, the basic program for the site has been established and is now being refined and tested.

ATTACHMENT Ia Consultant teams that responded
to RFQ

CONSULTANT TEAMS THAT RESPONDED TO THE RFQ FOR THE
EAST BOSTON HARBORSIDE PROJECT

- 1) Skidmore, Owings & Merrill
33 West Monroe St.
Chicago, Ill. 60603

334 Boylston St.

Haley & Aldrich, Inc. (Geotechnical
Engineering)

Bruce J. Graham
(312) 641-5959
Telex: 254337

Peter Hopkinson
(617) 247-1070
- 2) Anderson, Notter, Finegold, Inc.
77 North Washington St.
Boston, MA 02114

James G. Alexander
(617) 227-9272
- 3) Moore, Grover, Harper
Essex, Connecticut 06426

Charles W. Moore
(203) 767-0101/0175

Todd Lee Assoc., Inc. (Arch. & Planning)
Roy Mann Assoc., Inc. (Planning)
Vanasse/Hangen Assoc., Inc. (Trans.)
Melvin F. Levine & Assoc., Inc.
Besie Gibble & Quiren Consulting
Eng. Inc.
- 4) Warren Freeddenfeld & Assoc.
148 State St., Suite 1000
Boston, MA 02109
with
Emile Friedrich Miller
Urban Design Studio
29 Cottage Ave., Suite 3
Quincy, MA 02169

Zaldastani Assoc., Inc.
C.A. Crowley Engineering, Inc.
Vanasse/Hangen Assoc., Inc. (Trans.)
John McCormack

Warren Freeddenfeld
(617) 720-1660

Emile Friedrich Miller
(617) 471-5200

- 5) Wallace, Floyd Assoc., Inc. David D. Wallace
Russia Wharf (617) 497-9090
286 Congress St.
Boston, MA 02210
with
Urban Consulting Assoc. of Boston, Inc. Robert T. Kenney
150 Causeway St. (617) 742-6640
Boston, MA 02114

Akira Yamashita & Assoc., Inc. (Arch.)
Maki & Assoc. (Design)
Fay, Spofford & Thorndike, Inc. (Eng.)
- 6) Storch Associates Paul A. Levy
2 Charlesgate West (617) 266-0404
Boston, MA 02215

John V. Emerson (Arch.)
Karl B. Radou (Dev. Analyst & Economist)
- 7) Harry Weese & Assoc. Robert Bell
10 W. Hubbard St. (312) 467-7030
Chicago, Ill. 60610

Sippican Consultants International,
Inc. (Eng.)
Barton - Aschman Assoc. (Trans.)
Hanscomb Assoc., Inc. (Dev.)
- 8) Bergmeyer Assoc., Inc. William Yuhas
118 South St. (617) 542-1025
Boston, MA 02111

BSC Engineering (Trans. & Eng.)
Karl B. Radou (Dev. Analyst & Economist)
Childs Eng. Corp. (Eng.)
Goldberg - Zoino Assoc. (Eng.)
J.D. Koppernaes Eng., Ltd. (Planning)
- 9) PRC Harris (Division of PRC Eng. Inc.) Herbert G. Benson
67 Long Wharf (617) 723-1700
Boston, MA 02110

- 10) Wallace, Roberts & Todd (Planning & L.A.) Richard W. Huffman
1737 Chestnut St. (215) 564-2611
Philadelphia, PA 19103

Parson, Brinckerhoff, Quade & Douglas
(Planning)
Hammer, Siler, George, Assoc. (Dev.)
- 11) John Sharratt Assoc., Inc. John Sharratt
121 Mt. Vernon St. (617) 227-0094
Boston, MA
- 12) Moshe Safdie & Assoc., Inc. H. Jan Heespelink
2 Faneuil Hall Marketplace (617) 523-5732
Boston, MA 02109

Parson, Brinckerhoff, Quade & Douglas
(Planning)
Gladstone Assoc. (Financial)
- 13) City Design Collaborative, Inc. Steven A. Heikin
334 Boylston St. (617) 536-1331
Boston, MA 02116

RKG Assoc., Inc. (Financial)
C.E. Maguire, Inc. (Eng.)
- 14) VTN Consolidated, Inc. William V. Chisholm
77 North Washington St. (617) 227-6666
Boston, MA 02114

Welton Becket Assoc. (Arch.)
Moffatt & Nichol (Eng.)
William Kuebelbeck Assoc., Inc.
(Financial)
Thomas Planning Services, Inc.
(Planning)
Park Square Assoc., Inc. (General)
- 15) CBT/Crane Assoc. Maurice F. Childs
306 Dartmouth St. (617) 451-5880
Boston, MA 02116

The Codman Co. (Dev./Financial)
Medcalf & Eddy, Inc. (Eng.)
S.B. Assoc. (Trans.)
The Transpo Group (Trans.)
L.G. Copley Assoc. (Eng. - Noise)

- 16) Imre & Anthony Halasz, Inc. Imre Halasz
116 Newbury St. (617) 267-6885
Boston, MA 02116

Ammann & Whitney (Economic)
Policy & Management Assoc., Inc. (Eng.)
- 17) Arthur Erickson Architects Rainer Fassler
2412 Laurel St. (604) 879-0221
Vancouver, British Columbia
Canada V57 3T2
- 18) Lane, Frenchman & Assoc., Inc. Jonathan S. Lane
25 West St. (617) 451-3333
Boston, MA 02111

Economics Research Assoc. (Financial)
Vanasse Hangen Assoc., Inc. (Trans.)
Childs Engineering Corp. (Eng.)
- 19) Charles G. Hilgenhurst Assoc., Inc. Gordon Brigham
148 State St. (617) 723-1770
Boston, MA
with
Geddes, Brecher, Qualls & Cunningham, Inc. Robert Geddes
120 Alexander St. (609) 924-7770
Princeton, N.J. 08540

Vanasse/Hangen Assoc., Inc. (Trans.)
Hunneman & Company, Inc. (Financial)
- 20) Carr, Lynch Assoc., Inc. Stephen Carr
1385 Cambridge St. (617) 661-6566
Cambridge, MA 02139

Economics Research Assoc. (Ec. Analysis)
Segal, DiSarcina (Trans.)
Sverdrup & Parcel (Eng.)
Harris, Miller, Miller & Hanson (Noise)
- 21) The Architects Collaborative, Inc. Perry King Neubauer
46 Brattle St. (617) 868-4200
Cambridge, MA 02138

H.W. Lochner, Inc. (Trans.)
Laventhol & Horwath (Financial)
Crandall Dry Dock Eng. Inc. (Marine Eng.)
Jason M. Cortell & Assoc., Inc.
(Env. Eng.)
Haley & Aldrich, Inc. (Geotechnical Eng.)

- 22) Hellmuth, Obata & Kassabaum, Inc. Graeme Whitelaw
100 North Broadway (212) 265-7100
St. Louis, Missouri
- Jason M. Cortell & Assoc., Inc.
(Env. Eng.)
Vanasse/Hangen Assoc., Inc. (Trans.)
Haley & Aldrich, Inc. (Geotechnical Eng.)
Economic Research Assoc. (Financial)
- 23) Sert Jackson & Assoc., Inc. William Lindemulder
44 Brattle St. (617) 868-2570
Cambridge, MA 02138
- Sippican Consultants International,
Inc. (Eng.)
Economic Research Assoc. (Financial)
- 24) Monacelli Assoc., Inc. Michael A. Smith
12 Arrow St. (617) 661-1015
Cambridge, MA 02138
- Vanasse/Hangen (Trans.)
Haley/Aldrich, Inc. (Geotechnical Eng.)
Economic Development Consultant (?)
- 25) Michael Graves Karen Wheeler
34 Witherspoon St. (609) 924-6409
Princeton, N.J. 08540
- After 1/1/83:
341 Nassau St.
Princeton, N.J. 08540
- Pawlowski Assoc., Inc. (Planning)
Schoenfeld Assoc., Inc. (Trans. & Eng.)
Research Planning Institute, Inc.
(Marine)
- 26) Sasaki Assoc., Inc. Richard F. Galehouse
64 Pleasant St. (617) 926-3300
Watertown, MA 02172
- Meredith & Grew, Inc. (Financial)

- 27) Communitas
25 Union St.
Boston, MA 02108

Antonio DiMambro
(617) 367-9081

RKG Associates, Inc. (Financial)
Segal/DiSarcina Assoc., Inc. (Trans.)
Bryant Assoc., Inc. (Civil Eng.)
Childs Engineering (Structural Eng.)
- 28) Gruen Associates
257 Park Ave. South
New York, N.Y. 10010

Dennis B. Clark
(212) 673-9200

Ammann & Whitney (Eng.)
Coopers & Lybrand (Financial)
Economics Research Assoc. (Financial)
Jason M. Cortell & Assoc., Inc. (Env.)
Segal/DiSarcina Assoc. (Trans.)
- 29) Shepley, Bulfinch, Richardson & Abbott,
Inc.
40 Broad St.
Boston, MA 02109

George R. Mathey
(617) 423-1700

Paul C.K. Lu & Assoc. (Design &
Planning)
Tippetts, Abbott, McCarthy, Stratten
(Trans. & Eng.)
Economics Research Associates (Financial)
Bolt Beranek & Newman, Inc. (Env. &
Noise)
- 30) Design Development Resources - Eisenman
Robertson
560 Fifth Avenue
New York, N.Y. 10036
with
Halcyon Ltd.
55 High St.
Hartford, Conn. 06103

Christopher J. Glaister
(212) 944-6680

Michael P. Buckley
(203) 527-1896
- 31) Cooper, Eckstut Associates
1230 Avenue of the Americas
New York, N.Y. 10020

David McGregor
(212) 489-2876

Haley & Aldrich, Inc. (Geotechnical
Engineering)
Bryant Associates (Civil)
Warren Travers Associates (Traffic)
Hanna/Olin (Landscape)
Wolf & Company (Cost)
Eastdil (Economics)

32) Kenzo Tange & Urtec
7-2-21 Akasaka
Minato-Ku
Tokyo, Japan

Kenzo Tange

- ATTACHMENT Ib
- Short listed consultant teams
 - Consultant interview schedule and format
 - Letter and list of firms not short listed

Re: East Boston Consultants

As of January 3, 1983 meeting, the preferred consultant teams are:

1. Arthur Erickson, Architects
Vancouver, British Columbia, Canada

Sippican Consultants International, Inc., Structural,
Civil, Mechanical, Electrical and Energy Engineering
Cambridge, Mass.

The Schnedelbach Partnership, Landscape Consultant
New York, New York

James M. Cortell and Associates, Environmental Consultant
Waltham, Mass.

Economics Research Associates, Marketing and Finance
Boston, Mass.

Vanasse Hangen Associates, Inc., Traffic Consultants
Boston, Mass.

2. Wallace, Floyd Associates, Inc., Architects, Planners
Boston, Mass.

with

Urban Consulting Association of Boston, Inc., Marketing & Financial
Boston, Mass.

Akira Yamashita and Associates, Inc., Architectural Design
Boston, Mass.

Maki and Associates, Design
Cambridge, Mass.

Fay, Spofford and Thorndike, Inc., Civil & Transportation Engineering
Boston, Mass.

3. Charles G. Hilgenhurst Associates, Inc., Urban Design,
Planning, Community Liaison
Boston, Mass.

with

Geddes, Brecher, Qualls and Cunningham, Inc., Architects
Princeton, New Jersey

Vanasse/Hangen Associates, Inc., Transportation & Engineering
Boston, Mass.

Hunneman and Company, Inc., Real Estate Economics
Boston, Mass.

4. Wallace, Roberts and Todd, Architects, Planners, and
Landscape Architecture
Philadelphia, Pennsylvania

Parson, Brinckerhoff, Quade and Douglas, Planning, Engineering,
Transportation
Boston, Mass.

Hammer, Siler, George, Assoc., Financial & Market Consultants
Silver Springs, Maryland

5. Cooper, Eckstut Associates, Architecture, Planning and Urban
Design
New York, New York

Haley and Aldrich, Inc., Geotechnical Engineers
Cambridge, Mass.

Bryant Associates, Civil Engineers
Boston, Mass.

Warren Travers Associates, Transportation Consultants
Clifton, New Jersey

Hanna/Olin, Landscape Architects
Philadelphia, Pennsylvania

Wolf and Company, Cost Estimators
White Plains, New York

Eastdil, Economic Consultants
New York, New York

6. Sasaki Associates, Landscape Architecture, Architecture,
Urban Planning and Engineering
Watertown, Mass.

Meredith and Grew, Inc., Financial
Boston, Mass.

7. Communitas, City Planning & Urban Design (Tunny Lee and
Antonio DiMambro)
Boston, Mass.

RKG Associates, Inc., Economic Development Consultants
Durham, New Hampshire

Segal/DiSarcina Associates, Inc., Transportation Consultants
Cambridge, Mass.

Bryant Associates, Inc., Civil Engineers
Boston, Mass.

Childs Engineering, Structural & Waterfront Engineering
Medfield, Mass.

MEMORANDUM

12 January 1983

TO: East Boston Harborside Consultant Review Team

FROM: Gary R. Brown

RE: CONSULTANT INTERVIEWS

Interviews have been arranged for 7 of the 8 Consultant teams selected. All interviews will take place in the BRA Board Room and are scheduled as follows:

Thursday, Jan. 13, 1983	1:30	Communitas
Tuesday, Jan. 18, 1983	1:30	Wallace, Floyd Assoc. & Urban Consulting Assoc.
	3:00	Wallace, Roberts & Todd
Wednesday, Jan. 19, 1983	3:00	Charles G. Hilgenhurst Assoc., Inc. & Geddes, Brecher, Qualls and Cunningham, Inc.
Thursday, Jan. 20, 1983	10:00	Moshe Safdie & Assoc.
	1:30	Cooper, Eckstut Assoc.
Friday, Jan. 21, 1983	1:30	Arthur Erickson Architects

Sasaki Assoc., Inc. has yet to be notified pending further review of submission.

The invited firms have been told they should prepare for a ½ hour presentation highlighting:

- capability and experience of the team to produce development planning products particularly related to waterfront location;
- experience in creating plans which can be implemented;
- ability to work with public agencies and neighborhood groups.

The presentation would be followed by a ½ hour question/answer period and discussion.

The firms that were not short listed were sent this letter on Tuesday.

Dear :

The Boston Redevelopment Authority has reviewed the submissions regarding Master Planning Services for the East Boston Harborside Project. From the thirty-two repsonses received, eight firms have been invited to a follow-up interview. We regret to inform you that you were not one of those selected.

The high caliber of all submissions made our decision a very difficult one. We hope that we will have the opportunity to work with you in the future and thank you for your interest.

Sincerely,

Robert J. Ryan
Director

MS1011083

Mr. Bruce J. Graham
Skidmore, Owings & Merrill
33 West Monroe Street
Chicago, IL 60603Mr. Graham

Mr. Peter Hopkinson
Skidmore, Owings & Merrill
334 Boylston Street
Boston, MA 02116Mr. Hopkinson

Mr. James G. Alexander
Anderson, Notter, Finegold, Inc.
77 North Washington Street
Boston, MA 02114Mr. Alexander

Mr. Charles W. Moore
Moore, Grover, Harper
Essex, CN 06426Mr. Moore

Mr. Warren Freedenfeld
Warren Freedenfeld & Associates
148 State Street / Suite 1000
Boston, MA 02129Mr. Freedenfeld

Mr. Emile Friedrich Miller
Emile Friedrich Miller
Urban Design Studio
29 Cottage Avenue / Suite 3
Quincy, MA 02169Mr. Miller

Mr. Paul A. Levy
Storch Associates
2 Charlesgate West
Boston, MA 02215Mr. Levy

Mr. Robert Bell
Harry Weese & Associates
10 W. Hubbard Street
Chicago, IL 60610Mr. Bell

Mr. William Yuhas
Bergmeyer Associates, Inc.
118 South Street
Boston, MA 02111Mr. Yuhas

Mr. Herbert G. Benson
PRC Harris
Division of PRC Eng. Inc.
67 Long Wharf
Boston, MA 02110Mr. Benson

Mr. John Sharratt
John Sharratt Associates, Inc.
121 Mt. Vernon Street
Boston, Mass. Mr. Sharratt

Mr. Steven A. Heikin
City Design Collaborative, Inc.
334 Boylston Street
Boston, MA 02116 Mr. Heikin

Mr. William V. Chisholm
VTN Consolidated, Inc.
77 North Washington Street
Boston, MA 02114 Mr. Chisholm

Mr. Maurice F. Childs
CBT/Crane Associates
306 Dartmouth Street
Boston, MA 02116 Mr. Childs

Mr. Imre Halasz
Imre & Anthony Halasz, Inc.
116 Nebury Street
Boston, MA 02116 Mr. Halasz

Mr. Jonathan S. Lane
Lane, Frenchman & Associates, Inc.
25 West Street
Boston, MA 02111 Mr. Lane

Mr. Stephen Carr
Carr, Lynch Associates, Inc.
1385 Cambridge Street
Cambridge, MA 02139 Mr. Carr

Mr. Perry King Neubauer
The Architects Collaborative, Inc.
46 Brattle Street
Cambridge, MA 02138 Mr. Neubauer

Mr. Graeme Whitelaw
Hellmuth, Obata & Kassabaum, Inc.
100 North Broadway
St. Louis, Missouri Mr. Whitelaw

Mr. William Lindemulder
Sert Jackson & Associates, Inc.
44 Brattle Street
Cambridge, MA 02138 Mr. Lindemulder

Mr. Michael A. Smith
Monacelli Associates, Inc.
12 Arrow Street
Cambridge, MA 02138Mr. Smith

Mr. Michael Graves
Ms. Karen Wheeler
341 Nassau Street
Princeton, NJ 08540Mr. Graves & Ms. Wheeler

Mr. Dennis B. Clark
Gruen Associates
257 Park Avenue, South
New York, NY 10010Mr. Clark

Mr. George R. Mathey
Shepley, Bulfinch, Richardson
& Abbott, Inc.
40 Broad Street
Boston, MA 02109Mr. Mathey

Mr. Christopher J. Glaister
Design Development Resources
Eisenman Robertson
560 Fifth Avenue
New York, NY 10036Mr. Glaister

Mr. Michael P. Buckley
Halcyon Ltd.
55 High Street
Hartford, CT 06103Mr. Buckley

ATTACHMENT IIa Announcement of selected consultant
 and background information

News

City of Boston / Kevin H. White, Mayor

FOR RELEASE:
TUESDAY, FEBRUARY 22, 1983

CONTACT:
GREG VENNE 725-3350

MAYOR WHITE ANNOUNCES ARTHUR ERICKSON TO CREATE EAST BOSTON PLAN;
SAYS WATERFRONT PLAN TO RECLAIM PIERS 1 - 5 FOR COMMUNITY USE

Mayor Kevin H. White today announced that Arthur Erickson, the internationally renowned Canadian architect, has been recommended as the consultant to create a Master Plan for development of Piers 1 - 5 on the East Boston waterfront.

"It has been a prime objective of the East Boston community to reclaim this area for public use and the City has been supportive of this challenge," Mayor White said, "We are pleased that Massport looked to the City and the Boston Redevelopment Authority (BRA) to coordinate planning and development of the site.

"So today we move one step closer to the day when this vacant land is brought back to productive use, and the full potential of these piers is realized."

The 56-acre site, now vacant except for one warehouse shed, is owned by the Massachusetts Port Authority (Massport), but is being redeveloped under an agreement between Massport and the BRA. The agreement calls for the BRA to formulate a development program for the piers, working closely with representatives of the East Boston community.

For the past 16 months, the BRA, in conjunction with the East Boston Project Advisory Committee, comprised of 18 East Boston residents, established initial planning concepts for the site. Some 40 design firms submitted proposals for the East Boston Master Plan. After a review by Massport, the BRA and community representatives, Erickson's firm was recommended to produce a detailed development program.

Massport Executive Director, David W. Davis, called the selection of a development consultant for the Piers project an "historic occasion for Massport, the City of Boston, and the East Boston neighborhood.

"While the East Boston Piers have had a long colorful history as a major cargo center and passenger terminal through which immigrants arrived in this country, today's announcement guarantees the East Boston Piers' continuing role in history.

"There is much to celebrate in this announcement, but surely Massport has cause for great celebration. Last year, we committed to establish a working partnership with the people of East Boston. Today, we can say that not only have we delivered on that commitment, but also that we will continue to work even harder to preserve it," Davis said.

BRA Director Robert J. Ryan said discussions between the BRA and the East Boston community have focused on a mixed-use development that would combine commercial and residential areas with significant portions of the pier set aside for public open space and recreational facilities.

Ryan said, "We can expect the East Boston waterfront to follow the general pattern established on the downtown water front and at the Charlestown Navy Yard. But, this development is definitely oriented to the East Boston community. This community has always had links to the harbor and now should be able to rediscover and enjoy this rich heritage."

Ryan anticipates that redevelopment of the East Boston piers could generate \$150 - \$350 million in new investment and create many new employment opportunities for East Boston residents, as well as property tax revenues for a site currently exempt from taxes.

Ryan expects that Erickson's contract will be approximately \$100,000.

Erickson has been described by Philip Johnson, the eminent American architect, as "by far the greatest architect in Canada and maybe the greatest on the continent."

Erickson is a native of Vancouver, British Columbia, and his firm is headquartered in that city.

His projects include the design of Simon Fraser University in Burnaby, British Columbia; the theme building for Expo '67 in Montreal; the Canadian Pavilion for Expo '70 in Osaka, Japan; the Bank of Canada Building in Ottawa; and the Canadian Embassy in Washington, D.C., for which he was selected by Prime Minister Pierre Trudeau.

#

ARTHUR ERICKSON

Introduction

Erickson's style has been described as "lyrical", "cool", "daring", "romantic", "monumental", "contemporary", "classical", "derivative", "original", "neo-Inca", "timeless", "modern", and "breathtakingly beautiful".

Paul Randolph, former head of the Yale Architecture School, refers to Erickson as "one of the most distinguished architects living." Philip Johnson, grand seigneur of American architects considers him "by far the greatest architect in Canada and maybe the greatest on this continent." Mary McAlpine, a Vancouver journalist, in her description of his work, perhaps provides a clue into the uniqueness of Erickson's creations as she states: "His houses reflect the whole person.....he finds the secret part of a person that isn't showing."

These and other opinions/impressions about Erickson's work arouses a curiosity not only about the visual appearance of his works but also about the personal make-up of the man/individual behind it all - who is Erickson, the man? What is he about? This brief biographical sketch makes an attempt at exploring and discovering the individuality that makes Erickson one of the most highly esteemed architects living.

Chronological Outline of Erickson's Life

June 14, 1924: Born in Vancouver, British Columbia, Canada

1942 - 1945: University of B.C., Vancouver

1943 - 1945: Served in the Canadian Army

1945: Captain Canadian International Corps in India, Ceylon, Malaysia

1946 - 1950: Studied Architecture at McGill University, Montreal (awarded Lieutenant Governor's Bronze Medal)

1950 - 1953: Architectural research in Middle East and Europe (awarded scholarship for this research from McGill)

1953 - 1962: Private practice in Vancouver - designing houses

1955 - 1956: Assistant Professor, University of Oregon, Eugene

1956 - 1957: Instructor, University of British Columbia

1958 - 1960: Assistant Professor, University of British Columbia

1956 - 1962: Broadcaster, Canadian Broadcasting Corporation

1961 - 1964: Associate Professor, University of British Columbia

1963 - 1972: Partner with Geoffrey Massey, Erickson/Massey Architects, Vancouver

1973 - 1976: Principal, Arthur Erickson Architects, Vancouver, Toronto

Since 1977: President, Arthur Erickson Associates, Vancouver, Toronto, Kuwait, Jeddah

Erickson's Works

In addition to a number of private home designs, Erickson is well known for a number of large-scale projects. Outstanding among these are the following:

- 1963: Simon Fraser University, Burnaby, British Columbia
- 1965: Pavillion for the International Trade Fair, Tokyo
- 1967: Theme Building, Expo '67, Montreal
- 1969: MacMillan Bloedel Office Tower Block, Vancouver
- 1970: Canadian Pavillion, Expo '70, Osaka
- 1971: University of Lethbridge, Alberta
- 1971 - 1977: Museum of Anthropology, University of British Columbia
- 1974 - 1979: The Provincial Government Offices and Law Courts at Robson Square, Vancouver
- 1976: Habitat Pavillion, Vancouver
- 1976 - 1980: New Massey Hall, Toronto
- 1977: National Art Gallery of Canada, Ottawa
Eglinton West and Yorkdale Rapid Transit Stations, Toronto
- 1980: Bank of Canada Building, Ottawa
- 1983: Canadian Embassy, Washington (recently selected for this project by Prime Minister Trudeau)

Awards

Erickson has received numerous awards for his work. Included among these are the following most prestigious ones awarded for: "singular individuality", "excellence in design", and "contribution to human welfare and the common good".

Massey Medal (1955, 1958, 1967, 1970) ✓

Pan Pacific Citation, American Institute of Architects, Hawaii Chapter (1963)

Award of Excellence, Canadian Architect Yearbook (1970, 1977)

Royal Bank of Canada Award - Gold Medal and \$50,000 (1971)

Man of the Year Award, Greater Vancouver Visitors & Convention Bureau (1972)

Gold Medal, Tau Sigma Delta, (1973)

Auguste Perret Award, International Union of Architects (1974)

President's Award of Excellence, American Society of Landscape Architects (1979)

Childhood

Erickson, the elder of two brothers, describes his childhood as being "indulged by my father and encouraged by my mother in the slightest of boyhood whims". His recollections of his early years reflect a life unencumbered by restrictions, full of diverse, stimulating activities with a great variety of friends and visitors; in short, an environment very much conducive to the freely unfolding of individuality and character. Specifically, Erickson recalls the endless exploration through the woods with his brother and grandmother each Sunday for the collection of "mushrooms, leaves, stones, or mosses". "The dinner table," he remembers "would always be full of people who would talk and argue about world events, literature, theatre and most entrancing of all, other lands". As a result, from early childhood, the world became for Erickson "a source of endless wonder to be investigated, collected, dissected, befriended". It was also during his boyhood that Erickson began to paint, and at the age of 14 had his work exhibited at the Vancouver Art Gallery.

Deep Respect for Cultural Identity and Diversity

Erickson has travelled in the Middle East, Greece, Italy, France, Spain, England, Scandinavia, Japan, India, South East Asia, Africa, South America, China, and North America.

Such exposure to and direct contact with a great variety of cultures around the world, is perhaps responsible for instilling in Erickson a deep respect for the survival of cultural identities and flourishing of cultural diversity.

"We must be attentive to voices other than our own," he states "and seek to learn from them. On the international scale, this means becoming acutely aware and appreciative of approaches to human existence very different from those in the West."

Erickson reflects an acute awareness of the need for expanding our conceptions of life in accordance with the complexities of universal cultural realities. "I realized how limited Western conceptions of art were - that there were other ways of seeing, other sensitivities and valid forms of expressions never encountered in the West," he explains.

He pronounces western architectural techniques as being "stifling", and asks eastern architects to adopt urban forms consistent with their own diverse cultures rather than simply following the lead of the West.

His respect for cultural identity and diversity is very much alive in his own work as well. This characteristic is well reflected in his statement about the Museum of Anthropology at University of British Columbia: "The Museum", he states "should reassure our Indians of the greatness of their culture, and perhaps give them back some of their dignity and confidence, which was taken away by conquest, and then, more humilitatingly, later, by welfare."

Thoughts on Urban Development

Erickson projects genuine feelings of a personal responsibility for social welfare in the process of urban development. He defines the bulldozer as the "symbol of North America" and asks for a shift away from "aggressive independence and self-sufficient individuality" and toward a "balance between economic profit and social well-being". He refers to the result of such irresponsible actions in the American urban environment of the late sixties and seventies as the birth of a new anonymous city - "Anywhere, U.S.A." .

"The North American city, particularly", he states "defies the social communion which is the essence of urban life, preferring instead to manifest itself in terms of the predatory values of the marketplace and to be biased by a heritage that was anti-city form from its pioneer beginnings. Until some means is found to ensure that building is not for private profit alone but exists for the benefit of all, architects must accept their moral responsibility to attend to the whole urban and social context in which they build."

Continuous Quest for Knowledge

"From the beginning", Erickson remarks "I have had no aim but to satisfy a boundless and indiscriminate curiosity about everything".

The continuous search for knowledge in Erickson is reflected in his love for travelling, method of teaching, and architectural designs. Never in one place for more than ten days at a time, Erickson greatly values his journeys as he feels on each journey he discovers something important to add to his understanding of his work, his values, and his life.

Erickson follows the Socratic method of teaching which he believes to be the only valid one. Such a method forces the students to probe their own resources for the meaning of things and not to do anything by habit or convention. In architectural design, this

translates into the concern of what he calls "timeless dimensions of human behaviour".

His design for Simon Fraser University exemplifies his belief on the necessity of constantly expanding one's knowledge beyond the narrow confines of one's culture or discipline and acquiring an interrelated understanding of knowledge and life in its true complexity. Regarding the particular design, he states:

"What Simon Fraser says is that the body of knowledge is one, and that to artificially separate different disciplines and incarcerate them in different buildings completely disallows the kind of cross fertilization, the chance associations, that have always occurred in our great institutions of knowledge."

The "wiser" and "more reliable" type of knowledge Erickson feels, is stored at the unconscious level. It is this higher intelligence, created as a result of accumulated and digested knowledge upon which he relies and also deepens during his travels, teaching, and work.

"Intellectual reasoning," he states "is the narrowest reasoning possible, but your superconscience, which is so much better informed than your conscious mind, is the storehouse of all your experience and you should be drawing on that to solve any problem."

Creativity

The extraordinary creativity of Erickson extends back into his early childhood when he became impassioned with artistic expression which was later embodied in his architectural work.

Responsible for the visual expression of this creativity, is no doubt Erickson's personality which rebels against rigidity/limitations/conventions, thus allowing for full freedom of expression. As he explains: "I wonder what it is about the middle-class I hate so much? Conventions, I think. Everything is done for reasons other than intrinsic worth. In a creative field, one has to battle this."

As a creative individual, Erickson's life is thus characterized by resistance to order, routine, consistency and even perhaps a planning of his own life. As he explains:

"I fell into architecture quite by accident in the same way I have fallen into most of the important happenings of my life. When I see how carefully others lay out the span of their lives in order to achieve their goals, I feel a twinge of guilt about the haphazard, non-directed course my life has taken.....Instead of me leading my life, my life has led me."

His recollections of his work as a young architect summarizes well Erickson's creative leanings: "Really, I was a dreamer and not much use. I wasted a lot of their money."

Erickson as the Architect

For Erickson, architecture is "a vehicle for looking at the world". As he states:

"I am concerned with what our civilization is all about, and expressing this in buildings. Everything I do, everything I see is through architecture. I'm interested in what buildings can do and beyond what they look like, and how they can affect whole areas and people's lives."

He considers architecture's vital components - site, light, cadence, space and the people who will use the buildings, part of a single creative process. In order for this process to unfold and at the end successfully relate buildings to their environment, he feels architects foremost of all should be listeners "listening to what the total environment has to say - listening to total context".

Erickson's ultimate concern as an architect is that his work reflect a "strength of meaning" and "that profound symbol of existence".

Recognizable Erickson devices include: strong horizontals, simple forms and materials, wooden lattices to soften solid wall mass, high fences or plantings for privacy, skylights, flooded pools or grand pools to catch reflections and the illusion of infinity.

These devices may not be all that uncommon among the works of other architects. It is surely the manner in which Erickson utilizes them that produce at the end a truly unique design.

There is, however, one device found somewhere outside each project, that is truly Erickson's own, and that is: "my signature - a mound of earth to provide a soft transition between the old and the new".

ATTACHMENT Ib Consultant Contract

BOSTON REDEVELOPMENT AUTHORITY

file

MEMORANDUM

3 March 1983

TO: BOSTON REDEVELOPMENT AUTHORITY

FROM: ROBERT J. RYAN, DIRECTOR

SUBJECT: REQUEST AUTHORIZATION TO EXECUTE MASTER PLANNING
CONSULTANT SERVICES CONTRACT FOR THE EAST BOSTON
HARBORSIDE PROJECT

On August 26, 1981 a contract was executed between the Boston Redevelopment Authority and the Massachusetts Port Authority pertaining to the planning and development of the MassPort owned properties in East Boston, known as Piers 1-5. Under the first phase of this Agreement, the Authority is responsible for preparing a Master Plan and a Development Plan for the Piers working in cooperation with the East Boston Project Advisory Committee. MassPort will reimburse the Authority for costs incurred with respect to this project in an amount not to exceed \$700,000.

Under the Agreement, the Work Program calls for completion of a Master Plan and a final Development Plan by the end of 1983 for submission to the Authority's Board and to the MassPort Board.

On December 1, 1982 the BRA Board authorized the public advertisement of a request for Letters of Interest and Statements of Qualifications to undertake services to supplement the Authority's efforts for the East Boston Piers.

This resulted in the receipt of 32 submissions. Seven firms were invited for interviews. Based upon those interviews and a full analysis of the firms' qualifications and ability to successfully carry out the work required, I recommend that a consulting services contract be entered into with Arthur Erickson Architects of Vancouver, British Columbia in an amount not to exceed \$140,000 for the ten month period ending December 31, 1983. Funds for this contract will be paid by MassPort as per the Agreement between the Authority and MassPort.

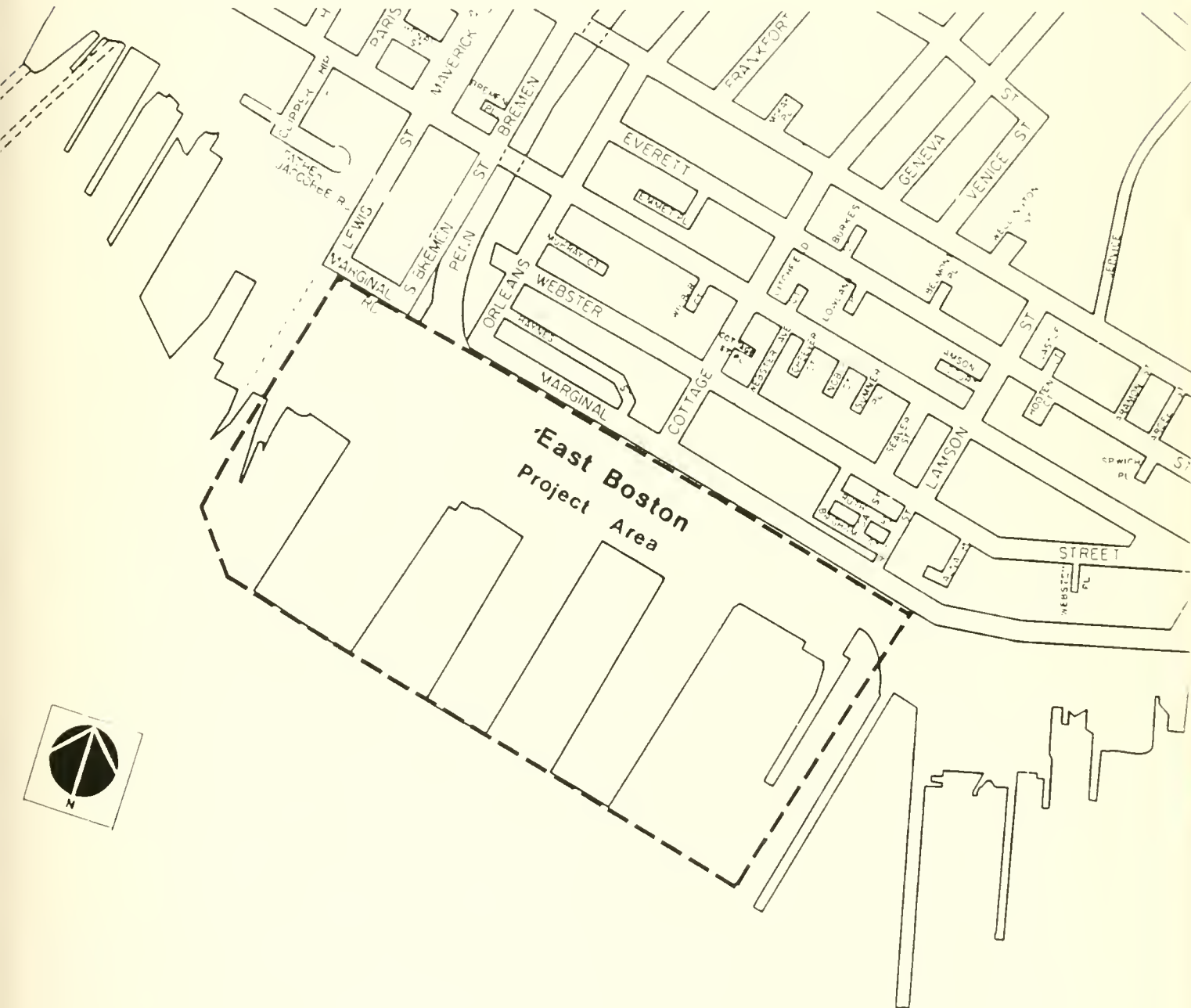
An appropriate vote follows:

VOTED: Request authorization to enter into a contract with Arthur Erickson Architects for Master Planning Consultant Services for the East Boston Piers 1-5 project in an amount not to exceed \$140,000 for the 10 month period ending December 31, 1983. Funds for this contract will be provided by MassPort as per the Agreement between the Authority and MassPort.

ARTICLE I - GENERAL

A. Project Description

The project will be a continuation of work performed by the BRA and the East Boston Project Advisory Committee and contained in an Interim Report on the future development of Piers 1-5 entitled East Boston Harborside and dated June 1982. Using this Interim Report as a basis of reference, the consultant will provide planning services for the 56-acre East Boston Waterfront area as indicated in the figure below and labeled East Boston Project Area.



B. Outline of Work Tasks

The scope of work contemplated herein is to be carried out in three phases. These are described in detail under Article II - Scope of Work and are as follows:

- Phase 1: Program Development
- Phase 2: Master Plan Development and Presentation
- Phase 3: Development Plan

C. Relationship with the Authority

1. The Authority will designate a staff member who will direct the work of the Consultant under the Contract and act as the Authority Liaison.
2. The Authority Liaison will be the principal contact between the Consultant and the Authority. Matters of policy and contractual concerns will be brought directly to the attention of the Authority Liaison who will issue instructions to the Consultant as necessary.
3. Technical material and communications with other government agencies, organizations, consultants, and interested individuals will be communicated directly by and between the Consultant and the individual party with a copy of all correspondence and information provided to the Authority Liaison.
4. The Authority will provide the Consultant with all available maps, studies, reports, etc., relevant to the East Boston Harborside Area.

D. Relationship with Other Public & Private Agencies

The Consultant, with assistance from the Authority, will establish procedures for effective coordination with other public and private agencies.

E. Citizen Participation

It is anticipated that during the course of the project, formal and informal meetings with the East Boston Project Advisory Committee, local community groups, and interested parties will be required. All meetings will be scheduled and coordinated by the Authority Liaison.

ARTICLE II - SCOPE OF WORK

Using the Interim Report on the future development of Piers 1-5 in East Boston entitled East Boston Harborside dated June, 1982, the Consultant will perform the tasks hereinafter specified under three phases: (1) Program Development, (2) Master Plan Preparation and Presentation, and (3) Development Plan.

PHASE I - PROGRAM DEVELOPMENT

The tasks associated with the Program Development phase and the anticipated products from each of these tasks shall be as follows:

1.1 Review of Previous Planning Work

Task

Review and analysis of past planning work including those undertaken by the Boston Redevelopment Authority, Massachusetts Port Authority, East Boston Project Advisory Committee and other community groups.

1.2 Demographic Analysis

Task

From existing data, a demographic analysis of East Boston covering at least a period of 30 years, highlighting population trends and projections, and relating these to other trends and projections for the city as a whole.

1.3 Economic Trends

Task

From existing data, identification and analysis of economic trends and neighborhood growth factors. This includes types of past and existing local employment, wage levels, labor force characteristics, retail sales, property valuation and taxes, and business development trends. Summary of results of analysis and suggestions for types of development that can best compliment and expand the economic vitality of the City and MassPort while meeting the needs and responding to the trends of the local neighborhood. Develop overview of market characteristics and conditions which can be used in generating the Master Plan (Phase II).

1.4 Land Use

Task

From existing data including the 1982 East Boston Land Use Inventory prepared by MassPort, investigation of past and current trends in the use of land and the relationship of these uses to the neighborhood, the site, Logan International Airport, and the Port of Boston. Development of preliminary non-recreational land use and recreational/open space program components.

1.5 Transportation and Circulation

Task

From existing data available in the Third Harbor Crossing Study and a 1982 parking inventory by the Department of Traffic and Parking, assessment of the existing transportation patterns and flows in the neighborhood, and existing parking conditions and locations. In addition, the relationship of the site to mass transit (rail and surface), water transport and other forms of Harbor crossing and site access, egress should be investigated and assessed as to the likelihood of present conditions to foster site development.

1.6 Engineering

Task

Review of all existing data on site conditions and engineering overview including 1980 Underwater Inspection of East Boston Waterfront Facility study prepared by Atlantic Diving Company, Inc., and Condition Survey, East Boston Marine Terminal prepared by Storch Associates, 1981 under Contract with MassPort and the MBTA.

1.7 Report on Program Development Recommendations

Product

Summarize all tasks outlined in 1.1 to 1.6 above and prepare report on Program Development Recommendations for submission to the East Boston Advisory Committee and the Authority.

PHASE 2 - MASTER PLAN PREPARATION AND PRESENTATION

The tasks associated with the Master Plan Development and Presentation phase, and the products resulting from these tasks shall be as follows:

2.1 Consideration of Master Plan with the Project Advisory Committee (PAC)

Task

Exploration and presentation, for PAC review and comment, of Preliminary Master Plan for the site (in narrative and visual format), including land uses, location of uses, massing and density, review of existing reports on future demand for uses and pertinent available market studies and analyses. Attendance of the consultants may be required at as many as three open public meetings to engage in the discussion of relevant issues.

Product

Technical Report outlining Master Plan and explanation of the factors on which it is based. The components of the technical report will include the land use program for the site, location of land uses, massing and densities, overview of market conditions, traffic and circulation, open

space and public access to the Harbor, engineering assessments of existing structures, soil conditions and infrastructure, environmental issues, and preliminary financial analysis of the Plan.

2.2 Master Plan

Task

Preparation of Master Plan and of supporting material as outlined below.

Products

1. Master Plan Flyer

The Consultant will provide the Authority with text, graphics and photographs for a flyer which summarizes the Master Plan and should be such that one can quickly understand the Master Plan and rationale behind it without becoming overburdened with details documented in earlier task products.

2. Preliminary Model

Under the advice and direction of the Consultant and with data provided by the Consultant, the Authority will provide staff and facilities for the completion of a preliminary model of the East Boston Piers 1-5 depicting the concepts of the Master Plan for community review.

3. Graphics

The Consultant will provide to the Authority graphics suitable for public meetings, display and reproduction which depict the Master Plan for the East Boston Piers 1-5.

4. Slide Presentation

The Consultant will prepare a slide presentation suitable for community review summarizing the findings of the East Boston Piers project to date and illustrating the Master Plan.

PHASE 3 - DEVELOPMENT PLAN

The tasks associated with the Development Plan phase, and the products resulting from these tasks shall be as follows:

3.1 Land Use and Open Space

Task

Development of use and intensity plan.

Product

A Plan in narrative and visual format showing the land uses incorporated into the development and the location, massing and density of those uses. The Plan should indicate the impact of the selected uses on views from the neighborhood and the city, the shade and shadow impacts, the wind impact, and the navigational and aviation impacts.

Task

Development of recreational/open space and pedestrian circulation plan.

Product

An open space plan in narrative and visual format delineating public parks, open spaces, linkages, walkways, and public access to water's edge and including provisions and methods for development, ownership, and maintenance.

Task

Development of transportation and parking plan.

Product

A transportation and parking plan in narrative and visual format outlining project area and neighborhood circulation and parking systems including suggested modification to area traffic control systems, traffic flow patterns, and public transportation. Alternative transportation and parking options should be suggested and their feasibility relative to demand forecasts based on use and intensity program should be discussed.

3.2 Parcelization

Task

Development of a parcelization plan.

Product

A parcelization plan in narrative and visual format which designates the project area's major land uses, transportation, pedestrian and parking patterns, public open space and public access. This plan will emphasize spatial form and organization while designating land uses and the square footage of each parcel.

3.3 Infrastructure

Task

Review and analyze existing infrastructure conditions and capacities with use of existing available data.

Product

An analysis of existing conditions and capacities of current infrastructure to handle development outlining deficiencies, recommended phasing of new installations and costs.

3.4 Phasing/Development Schedule

Task

Project phasing plan/development schedule.

Product

A parcel and project phasing plan for public and private improvements in narrative and visual format that can be implemented in the most timely and economically feasible and cost effective manner in order to ensure full implementation of the Development Plan.

3.5 Financial/Market Feasibility

Task

Financial and market feasibility analysis.

Product

A summary analysis of proposed neighborhood, city, and regional market demand, intensity of development, financial feasibility analysis, projected levels of public/private participation required and the projected financial return to MassPort and City.

The financial analysis will include, in addition to the above, a projection of the estimated number of jobs, by type, to be created, and a breakdown of the public and private costs associated with the proposed development plan.

3.6 Development Plan Documents

Task

Draft and type Development Plan Summary Brochure, Development Plan Documentation Report, and supporting material as described below.

Products

1. Summary of Development Plan

The Consultant will provide the Authority with text, graphics and photographs suitable for a brochure which summarizes the Development Plan. Brochure to be a format which is suitable for broad public review and comment, appropriate for solicitation of developer interest, and appropriate for submission to and approval by the East Boston Project Advisory Committee, MassPort, and the Authority.

2. Development Plan Documentation Report

Prepare Report documenting all information collected, reviewed and analysed under this contract and respond to all requirements of the Plan as outlined in the BRA/MPA Agreement including: (a) a description of any Development Parcels for development or subleasing purposes, and the total square footage of Development Land, (b) a development schedule including proposed completion dates for construction of the Improvements and any proposed separate phasing of public and private construction, (c) a right of public access from the land to significant portions of the waterfront, (d) provision for public open or park area (e) a description of any other permitted land uses and redevelopment and maximum building densities, (f) a description of any public Improvements to be undertaken and (g) a financing plan analyzing and identifying the anticipated public and private costs.

3. Final Model

Under the advice and direction of the Consultant and with data provided by the Consultant, the Authority will provide staff and facilities for completing a final model of the East Boston Piers 1-5 depicting the final Master Plan and Development Program for the Piers.

4. Graphics

The Consultant will provide to the Authority graphics suitable for public meetings, display and reproduction which depict the final Development Plan for the East Boston Piers 1-5.

5. Slide Presentation

The Consultant will prepare a slide presentation suitable for community review summarizing the final Development Plan for the East Boston Piers.

ARTICLE III - TIME AND ORDER OF CONSULTANT'S SERVICES

The Consultant shall render services required under this Contract, in such sequences and at such times as to ensure the prompt and continuous execution of the services of the Consultant. The Authority and the Consultant agree that said services shall be submitted to the Authority according to the following Schedule from the time of full execution of this Agreement, exclusive of review time by the Authority and other government agencies or authorities, and exclusive of periods of inactivity arising from scheduling of required meetings with the Project Advisory Committee, community groups, or interested parties:

1. Program Development..... by May 1, 1983
2. Master Plan Development and Presentation..... by August 1, 1983
3. Development Plan..... by October 1, 1983

If an extension of time is required as the result of circumstances not caused by the Consultant or for which the Consultant is not at fault, reasonable extensions may be granted and if such delays are cause for the Consultant to do extra work, such work shall proceed as determined by the Authority.

ARTICLE IV - MAXIMUM PAYMENT FOR ANY AND ALL SERVICES

It is expressly understood and agreed that in no event will the total compensation and reimbursement, if any, to be paid hereunder exceed the maximum sum of \$140,000 for any and all of the services and expenses required or rendered by the Consultant.

ARTICLE V - PAYMENT FOR BASIC SERVICES

Except as otherwise specifically provided for herein, as the total compensation for all basic services rendered by the Consultant (Phases 1-3), the Authority shall pay to the Consultant a fee which shall be as follows:

- A. Payments for Basic Services (Phases 1-3) shall be made in proportion to services performed and the compensation paid for each phase shall not exceed the following percentage of total fee:

Phase 1 - Program Development	15%
Phase 2 - Master Plan Development and Presentation	40%
Phase 3 - Development Plan	45%
TOTAL	100%

- B. In the event that the scope of the project is reduced by the Authority, the Consultant shall be compensated for all services performed, together with reimbursable expenses, and supplementary services then due based upon the fees for basic services and tasks and/or portion of tasks completed and approved by the Authority.

ARTICLE VI - REIMBURSABLE SUBCONSULTANT EXPENSES

The BRA hereby approves the following subconsultants for the performance of certain services hereunder:

- | | |
|---|--|
| 1. <u>HENDERSON PLANNING GROUP</u>
44 Kilby Street
Boston, MA 02109 | Planning Consultants |
| 2. <u>SIPPICAN CONSULTANTS INTERNATIONAL, INC.</u> | Structural/Civil/Mechanical/
and Electrical Engineering,
Energy, Transportation
and Land Planning Consultants |

- | | |
|---|---------------------------------------|
| 3. <u>ECONOMICS RESEARCH ASSOCIATES</u>
739 Boylston Street
Boston, MA 02116 | Economic & Marketing
Consultants |
| 4. <u>VANASSE HANGEN ASSOCIATES, INC.</u>
184 High Street
Boston, MA | Traffic Consultants |
| 5. <u>THE SCHNADELBACH PARTNERSHIP</u>
40 W. 27th Street Penthouse
New York, NY 10001 | Landscape Consultants |
| 6. <u>JASON M. CORTELL & ASSOCIATES</u>
244 2nd Avenue
Waltham, MA 02154 | Environmental Planning
Consultants |
| 7. <u>BOLT BERANEK & NEWMAN, INC.</u>
10 Moulton Street
Cambridge, MA | Noise Consultants |
| 8. <u>PERINI CORPORATION</u>
73 Mount Wayte
Box 817
Framingham, MA 01701 | Costing/Construction
Consultants |
| 9. <u>McPHAIL & ASSOCIATES</u>
1430 Massachusetts Avenue
Cambridge, MA 02138 | Geotechnical Consultants |

The BRA will reimburse the contractor for actual costs of the services of such subconsultants and reserves the right to approve any additional sub-contractors or make any changes in the use of subconsultants.

ARTICLE VII - REIMBURSABLE PROJECT EXPENSES

The Consultant shall provide the following materials and/or services upon authorization of the Authority, provided that additional funds are authorized and encumbered for such expenses.

- A. The reproduction of plans, specifications, reports and other data and documents, requested by and furnished to and on behalf of the Authority shall be paid for by the Authority on the basis of the Consultant's direct labor and/or direct material cost for preparing the same.
- B. Long distance telephone calls; travel expenses, including transportation, meals and lodging costs; requested or approved by the Authority in writing necessary to the performance of the services hereunder, of personnel of the Consultant shall be paid for by the Authority upon presentation to the Authority of paid-up bills therefor.
- C. The maximum sum for Reimbursable Expenses, if any, shall not exceed such sums as are authorized and for which funds are encumbered.

ARTICLE VIII - METHOD OF PAYMENT

The Consultant shall make application for payment of fees and allowable expenses for all services hereunder, and shall be paid in accordance with the following schedule:

- A. Payment for all of the Consultant's basic services shall be made in accordance with Payment for Basic Services. Said payments shall be made by the Authority after receipt of a statement from the Consultant indicating that the work has been carried out in conformance with the terms of this Contract.
- B. Payment for Reimbursable Subconsultant Expenses shall be made monthly based upon receipt of a certified statement from the Consultant indicating the percentage of completion of such services.
- C. Payment for reimbursable expenses shall be made after receipt and acceptance by the Authority of an application for payment of such reimbursable expense.

ARTICLE IX - ASSIGNABILITY

The Authority may assign or transfer its interests in this Contract, without the written consent of the Consultant, to the City of Boston, or any department thereof, provided, however, that at the time of such assignment the City Auditor shall approve such assignment as to availability of appropriation by endorsing such approval in writing on the Instrument of Assignment and the executive officer of the agency to which the assignment is made shall endorse his acceptance thereof in writing on the said instrument. Except as provided in the preceding sentence, neither the Authority nor the Consultant shall assign or transfer their respective interests in this Contract without the written consent of the other. If the Authority elects to transfer its interests in this Contract to the City of Boston or any department thereof, any written orders, written approvals or instructions previously given by the Authority are binding on the party to which the Contract is transferred.

ARTICLE X - RELEASE

In consideration of the execution of this Contract by the Authority, the Consultant agrees that simultaneously with the acceptance of what the Authority tenders and the Consultant accepts as the final payment by it under this Contract, the Consultant will execute and deliver to the Authority an instrument under seal releasing and forever discharging the Authority of and from any and all claims, demands and liabilities whatsoever of every name and nature, both at law and in equity, arising from, growing out of, or in any way connected with this Contract, save only such claims, demands and liabilities as are expressly excepted in said Instrument.

ARTICLE XI - SOCIETY RULES OR CUSTOMS

No rules of any society or any custom of Consultant shall be binding on the part of the Authority.

ARTICLE XII - ADDITIONAL TERMS AND CONDITIONS

This Agreement is subject to and incorporates the provisions attached hereto - Terms and Conditions Form H-621B, dated August, 1963.

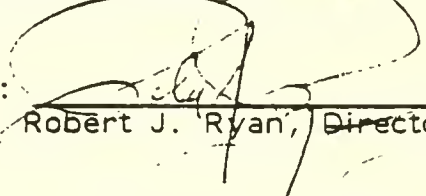
ARTICLE XIII - SEPARABILITY PROVISIONS

If any provisions of this Contract shall be adjusted unlawful or invalid, the validity of the remainder shall not thereby be affected.

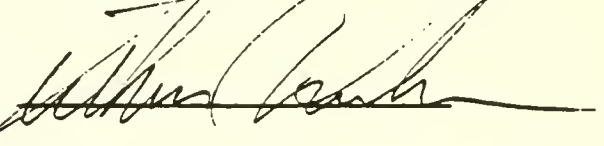
IN WITNESS WHEREOF, the parties hereto have executed this Contract as of the day and year first above written.

Attest: 

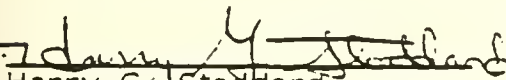
BOSTON REDEVELOPMENT AUTHORITY

By: 
Robert J. Ryan, Director

ARTHUR ERICKSON ARCHITECTS

By: 

Approved as to legal form:


Harry G. Stoddard
General Counsel
Boston Redevelopment Authority
witness

ATTACHMENT I Ic Contract Amendment

MEMORANDUM

June 9, 1983

TO: BOSTON REDEVELOPMENT AUTHORITY

FROM: ROBERT J. RYAN

SUBJECT: REQUEST AUTHORIZATION TO AMEND CONTRACT WITH
ARTHUR ERICKSON ARCHITECTS FOR EAST BOSTON PIERS
1-5 PROJECT

On March 3, 1983, the Authority authorized a contract with Arthur Erickson Architects for Master Planning Consultant Services for the East Boston Piers 1-5 Project.

An important part of this contract concerns the market and financial feasibility of the project. Difficult site problems and complex financial analysis required because of MassPort's ownership of the site necessitate a level of financial and market analysis not previously anticipated.

It is therefore necessary that the previously approved contract with Arthur Erickson Architects be increased by \$21,500 to cover these additional tasks. The firm of Minot, DeBlois and Maddison of Boston will be providing the market and financial feasibility component of the project.

VOTED: That the Authority's contract with Arthur Erickson Architects for the East Boston Piers 1-5 Project be amended to increase the contract from \$140,000 to \$161,500 for the purposes of carrying out supplemental market and financial feasibility studies. Funds for this amendment will be provided by MassPort under the Authority's current Agreement with MassPort for the East Boston Piers.


AMENDMENT #1

TO

CONTRACT FOR PROFESSIONAL SERVICES
BY AND BETWEEN
BOSTON REDEVELOPMENT AUTHORITY
AND
ARTHUR ERICKSON ARCHITECTS

The Contract for professional services by and between Boston Redevelopment Authority and Arthur Erickson Architects dated March 3, 1983 is hereby amended as follows:

1. In Article IV - by deleting the words "sum of \$140,000" and inserting in place thereof the words "sum of \$161,500";
2. In Article VI - by deleting the words "Economics Research Associates, 739 Boylston St., Boston, MA 02116" and inserting in place thereof the words "Minot, DeBlois and Maddison, Inc., 294 Washington St., Boston, MA 02108".

Attest: 

BOSTON REDEVELOPMENT AUTHORITY

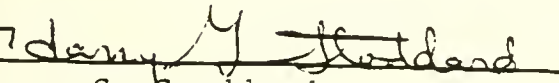
By: 

Robert J. Ryan, Director

ARTHUR ERICKSON ARCHITECTS

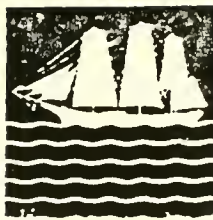
By: 

Approved as to legal form:


Harry G. Stoddard
General Counsel

Boston Redevelopment Authority

ATTACHMENT IIIa Project Advisory Committee
activities



East Boston
Project Advisory
Committee, Inc.

MEMORANDUM

23 December 1982

TO: EAST BOSTON PROJECT ADVISORY COMMITTEE
FROM: JAMES ROSE, PRESIDENT
RE: NEXT PAC MEETING

At our meeting of December 9, 1982, it was voted that the next Project Advisory Committee meeting (the first of the new year) will be on January 13, 1983 at 4:00 P.M. at the Pier One Shed.

The Agenda for this meeting will be an update on consultant submissions, and review and discussion of implementing our bylaws regarding meeting attendance.

I would also like to wish everyone a very safe and happy holiday season.

EAST BOSTON PIERS PAC MEETING - January 13, 1983

PAC MEMBERS

Present

Lucy Ferullo
Blossom Hoag
Charlie Welch
William Manning
Evelyn Farnum
Anna DeFronzo
Mary Ellen Welch
Alice Christopher
Bob Travaglini
Joseph Mara
Emilio Favorito

Absent

George DiLorenzo
Al Lombardi
Jim Rose
Judge Mario Umana
Joseph Wardell
James Dorgan
Benny Tauro

GUESTS

William Ferullo
Rose D'amora
Mary Limongiello
Olga Luporto
Anthony Pagliuca
John Thomas
Bob Eddy
Andy Filoso
Suzanne Gall

For Bethlehem Shipyard
Discussion Only:

Bob Kenney
Bill Kenney

MASS PORT

Alice Boelter

BRA

Gary Brown
Emel Derbentli

Bill Manning, noting that a quorum was present, opened the meeting at 4:30 P.M..

Gary Brown stated that there has been a lot of discussion lately about Bethlehem Shipyard, a property contiguous to the East Boston Piers. He explained that since the future of this property concern the East Boston community and should be of interest to the PAC, two guests - Mr. Bob Kenney and Mr. Bill Kenney have been invited to the meeting in order to explain to the group what is happening with the Bethlehem Shipyard.

Bob Kenney in introducing Bill Kenney, manager of Monroe Dry Dock Co., to the group stated that Mr. Kenney is interested in once again reviving the Bethlehem Shipyard facility to its previous use the repair of ships. Bob Kenney explained that the major current

problem with this endeavor is that of financing. Mr. Bill Kenney has apparently made a half million dollar deposit on the property and is expected to come up with another five million dollars by May of this year. An application for 1½ million dollars in UDAG funds has been submitted and further financial assistance is expected through the Community Development Corporation and private banks.

Alice Christopher asked why Mr. Kenney was not applying to EDIC for financial assistance.

Mr. Bob Kenney replied that EDIC will be another potential source, and that Industrial Bond Revenue is also working on the project. He added that Mr. Bill Kenney was very courageous in his attempt as there are not many bidders to buy the property at Bethlehem Steel as they are concerned about getting maximum returns.

Bill Kenney explained that Bethlehem is currently closed because the market for its services is not large enough to generate satisfactory profits. He added that there is, however, a strong potential market in the near future as many of the Navy's ships which were built 15-20 years ago will be in need of repair in 5-7 years. The market will be further expanded greatly, he said, if the Navy decides to locate in Boston.

Bill Kenney indicated that there is one major problem that could endanger the effort - lack of vocal political support for Boston as home for the fleet. As a result, he stated, the success of his plans will heavily depend on strong community support.

Mary Ellen Welch indicated that she would like to see the community working actively, including meeting with Congressional members, for the support of this project. She reminded the guests that the East Boston community is very active politically and since it is in favor of maintaining the property as a shipyard, there should be no problem getting all neighborhood groups - including business and civic factions, to get involved in the process. She added that she can't see any reason why Bethlehem should not be able to get the navy contracts.

Anna DeFronzo asked Bill Kenney whether local people would be hired for the operation of the shipyard.

Bill Kenney stated that first consideration would be given to East Boston residents in the employment process. He predicted that 75% of the applicants would, in fact be from the local labor pool.

Bill Manning thanked Bob Kenney and Bill Kenney for enlightening the group on the plans for Bethlehem Steel.

After the guests departed, Bill Manning asked Gary Brown to explain what the numerous reports spread over the tables in the room were

about.

Gary Brown explained that these reports, along with the required Forms 254 and 255, were submitted by the applicants in response to the ad for consultant services for the East Boston Piers. The level of response, he added, was impressive. Not only was there a high number of applicants (a total of 32 teams applied), but the responses were also of high quality and geographically spread out as far as Vancouver, Canada and Tokyo, Japan. He explained that in order to view them with an unbiased perspective, the Letters of Interest and Form 255 from each team's submission was compiled into a binder which was then given to each member of the Project Review Team. These forms contained detailed information on the qualifications of the various members of the teams who would be involved in the project, previous work they had been involved in, and statements of their strengths to undertake this project. The review team consisted of individuals from the Planning, Urban Design and Development Departments of the BRA, 2 members from MassPort, and a member of the PAC. He explained that the BRA felt it was important to have PAC's input throughout the selection process and as a result, Lucy Ferullo, Clerk for the Committee, has been actively participating on behalf of the PAC.

Gary Brown next explained that eight teams from the 32 submissions were shortlisted for an interview. The important criteria in selecting the eight firms included: their past waterfront planning experience, their technical qualifications for this particular project, their ability to produce a plan that could be implemented, and their ability to interact constructively with the community throughout the process of developing a Master Plan and a Development Plan.

Rejection letters, he stated, were sent out to those firms not selected for interviews, while the interview process for the remaining firms had started.

He added that the BRA expects to enter into a contract with the successful applicant soon after the interview process is completed. He reminded the members that the consultants would begin by using the Interim Report as the basis for their work which would eventually develop into first a Master Plan, then a Development Plan. At completion, the Development Plan would be submitted to MassPort embodying within it ideas for reuse of the Piers.

Gary Brown then notified the group that the seven teams selected for an interview were: 1) Communitas, 2) Wallace, Floyd Associates & Urban Consulting Associates, 3) Wallace, Roberts & Todd, 4) Charles G. Hilgenhurst Associates, Inc. & Geddes, Brecher, Qualls and Cunningham, Inc., 5) Moshe Safdie & Associates, 6) Cooper, Eckstut Associates, 7) Arthur Erickson Architects, 8) Kenzo Tange Associates

Mary Ellen Welch objected to the selection of Wallace, Floyd Associates since PAC was not satisfied with the firm's past performances with respect to their sensitivity to the community.

Gary Brown responded by stating that the Wallace Floyd team was chosen for an interview because of the high quality of the team they had put together and that the PAC would have the opportunity of voicing their concerns at the interview, through their representative on the Review Team.

Mary Ellen Welch felt that this would not be sufficient and that the firm should be excluded from the group invited for an interview. She made a motion that a letter be written to the BRA explaining past problems with Wallace, Floyd Associates and requesting that they not be invited for an interview. After much discussion, the motion was seconded and passed.

Emilio Favorito asked Gary Brown to explain the selection process for those teams interviewed.

Gary Brown stated that each team would make a half hour presentation which would be followed by a half hour question period in which problems and issues would be raised and the team submission and qualifications discussed. The interviewers would then narrow down from the firms interviewed and request detailed proposals from several as to how the team plans to approach the contract. A final decision would then be made after reviewing these detailed submissions.

Bob Travaglini asked whether a contract would be entered into by the end of January.

Gary Brown explained that this was not a legal requirement, however such a target date would allow the consultants reasonable time to work on the Master and Development Plans.

Evelyn Farnum asked what the PAC's participation will be in the interview process.

Gary Brown stated that Lucy Ferullo, on behalf of the PAC, had been a very active participant, voicing concerns over the firms' perceptions of PAC's and the broader East Boston Community's role in the planning process and the mechanisms the firms planned on utilizing for maximum community participation.

Lucy Ferullo told the members that they should let her know of any concerns or questions they would like her to raise at subsequent interviews.

Bill Manning noted that absenteeism was once again a problem at PAC's meetings and that the by-laws regarding this matter be implemented.

Joseph Mara made a motion to notify absent members. The motion was seconded and passed.

Emilio Favorito indicated that the election of Blossom Hoag to the PAC should be ratified, since contrary to the requirements of the by-laws, the new member was nominated as a substitute.

The motion was seconded and Blossom Hoag's election was ratified.

Gary Brown asked the members how they felt about having a poster contest among East Boston students for the creation of an East Boston Piers poster. He explained that such an activity would generate interest in the project on a community wide basis. He added that the PAC would judge the entries and the winning poster ~~would be widely distributed throughout the community.~~

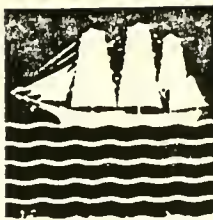
Several members agreed that a poster contest was a very good idea.

Lucy Ferullo assumed the responsibility for looking into this matter with the School Board and the Fine Arts Department.

Emilio Favorito suggested that a subcommittee be formed to handle the contest. As a result, a subcommittee consisting of Lucy Ferullo, Alice Christopher, Blossom Hoag, and Mary Ellen Welch (ex-officio member), was formed.

It was decided that the next meeting of the PAC would take place on Thursday, January 27th.

There being no further issues for discussion, the meeting adjourned at 5:45 P.M..



East Boston
Project Advisory
Committee, Inc.

MEMORANDUM

11 February 1983

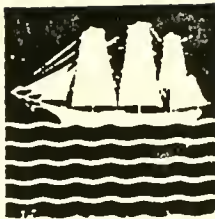
TO: East Boston Project Advisory Committee
FROM: James Rose
RE: NEXT PAC MEETING TO BE HELD FEBRUARY 17, 1983

There will be a meeting of East Boston Project Advisory Committee on February 17, 1983 at 4:00 P.M. in the Pier One Shed.

The agenda for this meeting will be an update on the master planning consultant selection process as well as a report on what is required to successfully put together an East Boston Pier poster contest.

Please make every effort to attend.

Enclosed for your review are the minutes of our last meeting.



East Boston
Project Advisory
Committee, Inc.

MEMORANDUM

TO: / EAST BOSTON PROJECT ADVISORY COMMITTEE
FROM: JAMES ROSE, PRESIDENT
RE: PAC/BRA ACTIVITIES

A Contract and Scope of Services is now being executed with Arthur Erickson Architects. A report will be made regarding the calender of activities, tasks, and products at our next PAC meeting. A date for that meeting has not been set yet.

Enclosed for your review are the minutes of our last meeting.

EAST BOSTON PIERS MEETING - February 17, 1983

PAC MEMBERS

Present

James Rose
William Manning
Bob Travaglini
Blossom Hoag
Alice Christopher
Mary Ellen Welch
Anna DeFronzo
Charlie Welch
Benny Tauro
James Dorgan
Joseph Mara
Lucy Ferullo

Absent

Evelyn Farnum
George DiLorenzo
Al Lombardi
Judge Mario Umana
Joseph Wardell
Emilio Favorito

GUESTS

William Ferullo
Dick Delafano
Andy Filoso

MASS PORT

Alice Boelter

BRA

Gary Brown
Emel Derbentli

Chairman, James Rose, noting that a quorum was present, opened the meeting at 4:30 P.M.. He indicated that the consultant firm, Arthur Erickson & Associates, of Vancouver, Canada, had been selected to produce the Master Plan and Development Plan for the East Boston Piers site. He then turned the discussion over to Gary Brown for further information on the selected team and the selection process.

Gary Brown indicated that public announcement of the selected team had not yet been made and that a Press Conference was scheduled for 11:00 o'clock on Tuesday, February 22nd, at the Pier One shed.

Mary Ellen Welch asked why a hall would not be rented for the occasion.

Gary Brown stated that the BRA had tried to rent a tent, however a number of complications had arisen. The Samuel Adams School had also been considered, but it was decided that our usual meeting room in the Pier One shed would be the most suitable and large enough for the expected attendees.

Gary Brown then talked about the consultant firm that had been chosen. He indicated that Arthur Erickson and his firm would be the principal of the team comprised of a number of sub-consultants. From Erickson's firm, in addition to Erickson himself, Eva Matsuzaki (Senior Architect) and Jonathan Barrett (Senior Urban Designer) would be the main people working on the project. The sub-consultants would include: Sippican Consultants International, Inc. (Structural, Civil, Mechanical, Electrical and Energy Engineering Consultants - Cambridge); Vanasse/Hangen Associates, Inc. (Traffic Consultants - Boston); The Schnadelbach Partnership (Landscape Architects - New York); Jason M. Cortell and Associates, Inc. (Environmental Consultants - Waltham); Economic Research Associates (Marketing and Finance Consultants - Boston); and Phil Henderson & Associates (Urban Planners - Boston). Gary Brown indicated that Bill Yuhas will be the main contact person that will be working with the Henderson group.

Gary Brown next stated that during the coming week, meetings to discuss the Scope of Services for the preparation of the Master Plan and Development Plan would take place. The first meeting with the principal, he indicated, would be on Wednesday morning. He explained that these meetings with members of the Erickson team would be attended by individuals from the BRA and MassPort, and that it was desirable to also include a member of the PAC in the discussions.

Jim Rose expressed the PAC's satisfaction with the involvement of Lucy Ferullo on behalf of the PAC in the selection process and nominated Lucy as the PAC member for future participation on behalf of PAC for the discussion of Scope of Services.

Lucy Ferullo accepted the nomination, however she indicated that she would not be able to attend the meetings scheduled for the following week.

Alice Christopher stated that she would be willing to attend any meetings that Lucy Ferullo would not be able to attend.

There being no further nominations, the nominations were closed. A motion was made to approve the nomination. The motion was approved and Lucy Ferullo was chosen as the PAC member that would be participating in future meetings held for the discussion of the Scope of Services and how the study should proceed.

Alice Christopher was then nominated as alternative. This motion

Gary Brown next explained the consultant selection process. He stated that after the seven shortlisted teams had been interviewed, the interview committee met to discuss the positive and negative aspects of each team. The group then selected four teams for recommendation to Robert Ryan. Each team's strengths and weaknesses, how the members of the review process felt about their qualifications, their capabilities for working constructively with the community were communicated to Mr. Ryan. Mr. Ryan's response was a total endorsement of the teams recommended, and the suggestion that the interview committee should proceed with the selection of Arthur Erickson and Associates.

Gary Brown indicated that Arthur Erickson was an internationally well-known and respected architect who was involved in projects all over the world. He handed out to the members the brief biographical sketches that had been prepared on Erickson, and also passed around two books which contained examples of his design work.

Blossom Hoag indicated that her understanding of the last PAC meeting was that the PAC would be notified of who the recommended firms were before a final selection was made.

Bill Manning stated that it was his understanding that the members had entrusted Lucy Ferullo with making the decision on behalf of the PAC.

Blossom Hoag requested that her objection to the selection process be recorded in the minutes. A motion was made for the inclusion of this objection in the minutes. The motion was seconded and carried.

Mary Ellen Welch, after looking through the books on Erickson's design commented on his work. She indicated that all his buildings look very "modern" and asked "How flexible is he going to be?"

Alice Boelter reminded the members that Arther Erickson and his team would not be designing the individual buildings, but would rather be responsible for producing a "Master & Development Plan" for the site. These, she stated would indicate the land uses and densities for the planned development.

James Rose next informed the members that the Committee had received a response from David Davis to a letter they had sent to MassPort regarding the Authority's insensitivity in advising the East Boston community about the dry docks temporarily moved by the piers. He read the contents of the letter to the members.

Alice Boelter informed the members that the moving of the docks will begin on February 25th.

Blossom Hoag asked whether letters on the absenteeism issue had been sent to the relevant members.

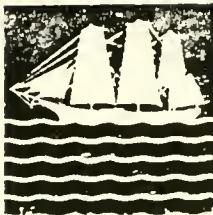
Gary Brown stated that they will be sent during the following week.

Charlie Welch reported that Bill Kenney was doing quite well with the newly founded Boston Shipyard Corporation. He added that bids had started to come in for jobs, office space was being rented, and 50-75 people had already been employed.

Blossom Hoag asked about the progress being made with respect to the poster competition.

Lucy Ferullo indicated that there were several things that had to be done in the near future. First, it would be necessary to sit down with the BRA and finalize a budget for the competition. Second, PAC would have to decide on who to involve and how many categories of winners there would be. Then, a letter to the Children's Fine Arts Department would have to be sent. She added that all this should be done by May.

There being no further business to discuss, the meeting was adjourned at 5:15 P.M..



East Boston
Project Advisory
Committee, Inc.

MEMORANDUM

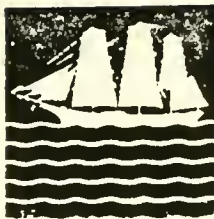
18 March 1983

TO: EAST BOSTON PROJECT ADVISORY COMMITTEE
FROM: JAMES ROSE
RE: NEXT PAC MEETING

A very important Project Advisory Committee meeting will be held on Thursday, March 24, 1983 at 4:00 o'clock, in the Pier One Shed.

The agenda for this meeting will include an update of the BRA's Contract status with Arthur Erickson Architects and a discussion of the Scope of Services. Representatives of Henderson Planning Group, the planning and community liaison subconsultants, will be present to hear comments. The time schedule and the work of the Committee will also be detailed.

Please make every effort to attend.



East Boston
Project Advisory
Committee, Inc.

MEMORANDUM

8 April 1983

TO: THE EAST BOSTON PROJECT ADVISORY COMMITTEE

FROM: JAMES ROSE

RE: PROJECT ADVISORY COMMITTEE MEETING - April 14, 1983

There will be a very important meeting of the East Boston Project Advisory Committee on Thursday, April 14, 1983 at 4:00 P.M. in the Pier I Shed.

Representatives from Arthur Erickson's office, the prime consultant for the East Boston Harborside Project, will be attending. They will update the Committee on their work to date and discuss the development program for the site, with the Committee.

It is most important that every member of the PAC be present to give their input into this phase of plan development.

If you are unable to attend, please let the Boston Redevelopment Authority know by calling: 722-4300, ext. 257.



East Boston
Project Advisory
Committee, Inc.

MEMORANDUM

11 May 1983

TO: EAST BOSTON PROJECT ADVISORY COMMITTEE
FROM: JAMES ROSE, PRESIDENT
RE: NEXT PAC MEETING - May 19, 1983

There will be an important Project Advisory Committee meeting on Thursday, May 19, 1983 at 4:00 P.M. at the Pier One shed.

Representatives of Arthur Erickson's office, prime consultants, will be present to explain their work to date and discuss the elements of a preliminary Master Plan for the site. This meeting is a critical one for all members of the PAC and the neighborhood in general.

Please let the Boston Redevelopment Authority know whether or not you will be attending by calling 722-4300, ext. 257.

Enclosed for your review are the minutes of the PAC meetings of April 14, 1983 and April 21, 1983.

EAST BOSTON PIERS MEETING - April 14, 1983

PAC MEMBERS

Present

Bill Manning
Lucy Ferullo
Joseph Mara
Benny Tauro
Mary Ellen Welch
Jim Dorgan
Al Lombardi
Evelyn Farnum
Bob Travaglini
Anna DeFronzo
Blossom Hoag
Charles Welch
James Rose

Absent

Alice Christopher
George DiLorenzo
Judge Mario Umana
Joseph Waddell
Emilio Favorito

GUESTS

William Ferullo
Anthony Pagliuca
Rose D'Amore
Josephine Montalto
Jean Riesman
Kermit Norris
Billy Knowles
Richard Gradezzi
Thomas Tanzilli
Andy Filoso
David Saliba
Alfred Pammesi
Andrew Fish

CONSULTANTS

Eva Matsuzaki
Marie Keutmann
Phil Henderson
Bill Yuhas

MASS PORT

Alice Boelter

BRA

Phil Zeigler
Gary Brown
Sandra Swail
Emel Derbentli

Jim Rose, noting that a quorum was present, opened the meeting at 4:30 P.M.. He requested that Phil Zeigler of the BRA introduce the consultants present at the meeting.

Phil Zeigler indicated that about three months ago, the BRA had undertaken a review of submissions for the East Boston Piers 1-5 Project. As a result, Arthur Erickson Architects had been selected as the consultants who would be responsible for the creation of a Master Plan and Development Plan for the site.

He introduced the consultants present at the meeting to the group: Eva Matsuzaki (Project Director - Arthur Erickson Architects), Marie Keutman (Financial Analyst - Economic Research Associates), Phil Henderson and Bill Yuhas (Community Liaison - Henderson Planning Group). He then indicated that the consultants would present an overview of the work to date, the future work program, and discuss the market feasibility of possible uses for the site.

Eva Matsuzaki presented the schedule of activities covering the period from March to September. She indicated that since March, the consultants had been working on the Program Development phase of the project. This involved looking into the market feasibility of a number of possible uses for the site. She explained that it was now time to review, with PAC, findings and come to a consensus on those uses that would most seriously be considered for inclusion in the Master Plan. Work on the Master Plan would then proceed from the beginning of May to approximately the beginning of June. At the completion of the Master Plan, one month would be spent reviewing the Plan with the PAC members. Once the Master Plan is finalized, work on the Development Plan would commence around the first of July and continue through mid-September. Decisions on the Development Plan would be reached as a result of testing various aspects of the Master Plan, and the Development Plan would be very specific and detailed indicating heights, setbacks, densities, etc.. Throughout the development of the Plans, the subconsultants would be giving expert advice on the different aspects of the project.

Blossom Hoag asked whether there would be community meetings held during the development of the Plans.

Gary Brown reminded the Committee that all PAC meetings are open to the public and indicated that the PAC might want to hold larger public meetings prior to the initiation of work on the Development Plan as was done during broad community review of the Interim Report.

Eva Matsuzaki then reported on the work that had been done on the Program Development phase of the project. She explained that the consultants had tested marketability and determined that possible future uses fell into three categories in terms of market feasibility: 1) most likely to be feasible; 2) might be feasible; and 3) probably not feasible. She then listed the various uses under the three categories as follows:

I	II	III
Most likely Feasible	Might be Feasible	Probably not Feasible
<hr/> Marina Housing Rental Condos (?) Office Space Parking Open Space Restaurants Retail	<hr/> Museum Ferry Slips Lobster Boat-Building	<hr/> Hotel/Boatel Large Retail Fishing Industry

Marie Keutman then explained the reasons behind the feasibility decisions of the uses. She stated that a boatel was probably not feasible because the boating season was too short. A hotel also was not feasible as the Piers was not a central location (downtown) for such a use and there might soon be saturation of hotels in Boston. She indicated that market demand for a marina does exist, however, the actual size of such a use had not yet been studied. As for ferry slips, considerable interest had been shown and the Department of Environmental Management is currently carrying out a study on water taxi service in the Harbor.

Lucy Ferullo requested some background information on this study.

Marie Keutman stated that it was a study of the Boston Harbor Islands and that it would be reviewing water taxi operation for at least part of the year. She added that the study is currently in its early stages.

Mary Ellen Welch pointed out that the PAC definitely wanted ferry slips as part of the Piers project. She indicated that there should be a ferry network, a commuter type of ferry service serving the whole Harbor. Water transportation, she said, should be an important part of the transportation system in Boston.

Marie Keutman indicated that the consultants will consider ferry use when working on the Master Plan. She added, however, that a feasibility study for such a use was not within the scope of the consultants' work. The consultants would, instead, keep abreast of the studies being carried out by others.

Mary Ellen Welch also reminded the consultants that open space was the number one priority as far as the PAC was concerned.

Gary Brown stated that open space would be incorporated into the Master Plan.

Lucy Ferullo asked whether the marina would be a full service one.

Eva Matsuzaki replied that it would be full service marina which would sell boat supplies and fuel, and include shower and laundry facilities.

Mary Ellen Welch stated that she felt the consultants had depended too much on the Interim Report when making the decisions on the feasibility of the various uses. She thought that it was very important for the PAC members to communicate the real essence of the discussions - the depth of feelings to the consultants on what kind of a development they desired on the Piers. It was up to the consultants, she added, to investigate ways of financing the desired uses.

Bill Yuhas indicated that the ferry issue had been discussed at the previous PAC meeting. The opinions that ferry service and open space were very important to the community had been clearly expressed. A ferry service, he said, could always be possible depending upon such factors such as the number of trips, other waterfront developments, etc.

Mary Ellen Welch stated that such financial, objective analyses should be placed into a political context.

Anna DeFronzo reminded the consultants that it was very important to have water-related activities because of the parking and traffic problems in the area.

Kermit Norris indicated that Boston Harbor could become an attractive spot for avid coastal cruisers. The problem at present, he said, was that there were no facilities in Boston to service cruisers, there being only 10 courtesy slips in the Boston Harbor.

Bill Yuhas pointed out that if the facility built was only a boatel for transient users, then its feasibility would be questionable. In a marina type of facility, on the other hand, more permanent issues would be addressed and the facility might thus be more feasible.

Alice Boelter indicated that the issue of ferry slips needs to be clarified. The Erickson team, she said, should not be given the responsibility to solve this problem that concerns the whole Harbor.

Mary Ellen Welch suggested that the responsibility of the consultants should be to review the ferry studies done by others, and to report to the PAC on their contents and conclusions.

Jim Dorgan indicated the ferry slip use should be tied in with restaurant and museum use in order to make it more feasible.

Alice Boelter pointed out that several groups in Boston are in favor of a ferry service in the Harbor but are reluctant, however, to spend money on studies. She added that such a service will probably take a very long time to evolve. If there is space and facilities, she said, private operators will get financing to start the service.

Blossom Hoag indicated that the community also desired the opportunities for fishing on the piers. She said that they were not interested in a fishing industry, but rather in possibilities of fishing for private, individual fishermen.

Gary Brown requested that the discussion be summarized and plans made for continuation of the discussion at a subsequent meeting.

Eva Matsuzaki summarized the discussion. She indicated that the consultants have made an effort to understand community concerns. At this point, she said, the question is one of market/financial feasibility. From an economic point of view, it is not possible to say that the uses listed in the "might be feasible column" will definitely be feasible she added. She assured the members that the consultants will give serious consideration to these uses and try to incorporate them into the design.

Eva Matsuzaki then proceeded to show slides of two similar projects Arthur Erickson Associates were undertaking in Vancouver, Canada.

At the end of the slide presentation, Alice Boelter indicated that an attempt should be made to involve the larger community in subsequent meetings.

Gary Brown requested that the next meeting of the PAC be held on April 21st in order to review and clarify the information generated at this meeting. Agreement on this date was indicated by the members.

There being no further issues for discussion, the meeting adjourned at 6:00 P M

EAST BOSTON PIERS MEETING - April 21, 1983

PAC MEMBERS

Present

Bill Manning
Lucy Ferullo
Mary Ellen Welch
Al Lombardi
Evelyn Farnum
Bob Travaglini
Anna DeFronzo
Charles Welch
James Rose
Emilio Favorito

GUESTS

Kermit Norris
Andrew Fish
Peter Cassidy

CONSULTANTS

Phil Henderson
Bill Yuhas

MASS PORT

Alice Boelter

Absent

Alice Christopher
George DiLorenzo
Judge Mario Umana
Joseph Waddell
Blossom Hoag
Jim Dorgan
Joseph Mara
Benny Tauro

BRA

Gary Brown
Emel Derbentli

Jim Rose, noting that a quorum was present, opened the meeting at 4:30 P.M., and requested that Gary Brown review the purpose of the meeting for the members.

Gary Brown stated that this meeting was to review and clarify the Development Program for the Piers as presented at the April 14th meeting. He said that Bill Yuhas and Phil Henderson, the community liaison consultants, were present to summarize their understanding of the Committee's comments and to respond to any questions regarding the Scope of Services.

Phil Henderson explained that the focus of the last meeting had been on market feasibility of the possible uses for the site. In terms of the overall planning process, he said, it was better to start off with feasibility considerations and then to proceed on to the design, engineering, and other aspects of project planning. He noted, however, that market studies seldom produced clear cut answers. For example, it is impossible to tell whether or not a museum would be a feasible use in the same way that housing might be. With a museum, he said, there is an initial assumption that it is a "good" use, the real question is then: What has to be done in order to make it happen? The uses which were outlined in the "might be feasible" column at the last meeting, he said, were only "grey" in the market sense. He added that these uses would be included in the Master Plan - it was just a question of how to make them happen.

Gary Brown pointed out that the uses were considered within the context of the market as it exists today, not in the future. The phasing aspect of development could make it possible for a use that is not feasible today to be feasible at a later date, or certain uses could assist in making other uses a reality, he said.

Bill Yuhas explained that the market study did not take human factors and community desires into account. It is necessary, therefore, to put together development schemes and market analysis keeping in mind different phases of the development. It would then be possible to decide at what point it would be most feasible to put in certain uses. He added that the consultants would next be looking at the phasing and cost aspects of the development. Sippican Consultants is now looking into pier rehabilitation costs he said.

Anna De Fronzo asked whether the consultants would be producing different plans for each phase or if all phases would be included in one Development Plan.

Bill Yuhas responded that all phases of the development would be indicated in one Development Plan.

Lucy Ferullo asked whether all of the costs would be paid by the developer(s) pointing out that since the piers had not been maintained in good condition by MassPort for the last several years, the costs of development would probably be higher.

Alice Boelter explained that MassPort has responsibility over the larger Port area, therefore it is not possible for it to focus its efforts on the East Boston piers. In view of the total port, she said, MassPort will look at the revenues that the East Boston Piers development will generate. If it sees the possibility of getting back more money, it might very well decide to invest in portions of it.

Lucy Ferullo pointed out that a museum would not be marketed like an apartment and the PAC should therefore be looking into funding possibilities for such a use. The PAC should also be looking into the type of activities that would be undertaken in a museum.

Phil Henderson reminded the members that the consultant could not be responsible for the development and marketing of a museum. He said it was important to identify people and groups that might have a real interest behind such a use and then to solicit their support and participation.

Bill Yuhas agreed and said that it was now time for PAC to start pulling the resources together for a museum. Such work would involve the review of documents, identification of the nature of activities, sources of funding grants and endowments. It was necessary, he added, to get some thoughts on paper at this time.

Jim Rose suggested that a subcommittee be formed to investigate the museum issue and make recommendations on the various aspects of such a use.

Lucy Ferullo thought that it was necessary to have someone do the research.

Bill Yuhas suggested that the PAC contact Boston University. He said that it might be possible to have students carry out the historic research and also look into funding possibilities.

Bill Manning thought that the East Boston Historical Society might also be interested in participating.

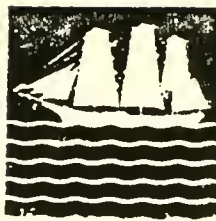
Jim Rose made a motion to invite members of the Noddle Island Historical Society and the East Boston Historical Society to the next meeting at which only the museum issue would be discussed.

The motion was approved and a meeting to discuss the museum issue was scheduled for May 5th.

Kermit Norris reminded the PAC that the community should not spend too much time and energy on the museum at this point of the project. It would be premature, he said, to focus on one piece of the project.

Mary Ellen Welch stated that the issue of the ferry slip and the museum were very important for the East Boston community and that it was important to remind the consultants of this.

There being no further issues for discussion, the meeting adjourned at 5:30 P.M.



East Boston
Project Advisory
Committee, Inc.

MEMORANDUM

2 May 1983

TO: EAST BOSTON PROJECT ADVISORY COMMITTEE
FROM: JAMES ROSE, PRESIDENT
RE: PAC MEETING TO DISCUSS MUSEUM - May 5, 1983

At our meeting on April 21 there was a great deal of discussion about incorporating a museum in the Master Plan for Piers 1-5. It was agreed that more information was needed and that Mr. Michael Laurano and Mr. Anthony Gurliaccio might be of great assistance in formulating the type, size, theme, etc. and offering suggestions on how such a use might best be pursued. Invitations to attend our next meeting to be held on Thursday, May 5, 1983 at 4:00 P.M. in the Pier One Shed have been extended to both gentlemen..

Please make every effort to attend this meeting. It is important that work begin on this idea.

MEMORANDUM

Phil Ziegler

TO: Phil Henderson
FROM: Bill Yuhas
DATE: May 5, 1983
PROJECT: East Boston Harborside
RE: Meeting of EBPAC
Pier 1, East Boston

ATTENDANCE: Lucy Ferullo
Willie Ferullo
Blossom Hoag
Mike Laurano
Bob Travaglini
Mary Ellen Welch
Alice Bolter MPA
Bill Yuhas Consultant

There was not a quarum. Lucy Ferullo chaired the meeting and ideas and directions for formalizing the concepts of a museum of the East Boston Harborside site was discussed. The following is a general summary of individual comments (paraphrased).

Lucy: Previous museum themes included immigration history, Donald McKay, teaching museum. Desire to involve 2 East Boston historic groups.

Blossom: Henry Dormetzer (sp.) who organized the Tall Ships and is currently working on a museum at the Charlestown Navy Yard site and may be worth contacting.

Alice: Agreed but keep in mind his current effort. Would be willing to contact him.

Mary Ellen: Also agrees but does not want the museum idea taken over by someone who would not keep it in East Boston. Must have an East Boston base and focus.

Mike: Most important aspect is immigration within which others, such as Donald McKay, would fit. The immigration theme would cover hundreds of thousands of people of all nationalities.

Mike: Not necessarily interested in organization of museum.

Alice: Museum should be looked at as a water-taxi stop. Potential for a museum "trip" to waterfront museums.

Mary Ellen: Should contact Geneological Society in Boston. Must make consultant understand what a museum might be (its real potential) even though they are not going to plan and develop it.

Mary Ellen: What does consultant need?

Bill: As detailed a description of the museum concept as possible. The development plan can respond to this level of detail. Generally speaking, the museum concept-option will be kept open.

Mike: Augustus Ceasar Bulino of Catholic University, Washington, D.C., is interested in restoring Ellis Island in New York. He would be a good person to talk to.

Bob: Should research the Directory of Foundations for potential financial grants.

Mary Ellen: Should we contact the Peabody Museum in Salem?

Mike: Peabody recently had an exhibit of 50 years of sketches of the East Boston Waterfront. It never came to East Boston.

Alice: Tap a Boston University student from their special program on historic preservation to do research and other details.

Mike: Rosario Tosiello, formerly of Maverick Street, has the know-how to shed light on this subject. He is a historian.

Bill: Suggest forming a "Friends of the East Boston Museum" complete with log and stationary to give the project an identity. Solicit participation of other East Boston museum "patrons". Use this as a base for developing the museum.

Lucy: Should try to bring Tony Gurliaccio and his group in.

Mary Ellen: Start by forming "museum group"

Also, - do not loose Donald McKay, this is a "sexy" issue and I do not want to see him go elsewhere;

- Use the EBPAC logo with some subtle changes;
- Come up with a name for the group;
- Revive the "Bring Donald McKay Home" buttons.

Mike: Immigration has universal appeal and therefore, non-aligned.

(Misc.) Other resources mentioned included Edie DeAngelis and Alan Lupo.

a

Action:

1. Mary Ellen will draft letter to invite members to join.
2. Begin drafting a "philosophy".
3. All will inform other East Boston groups with which they associate.
4. Work toward a museum meeting for member solicitation, perhaps with Alan Lupo as guest speaker.

EAST BOSTON PIERS PAC MEETING - May 19, 1983

PAC MEMBERS

Present

Alice Christopher
Mary Ellen Welch
Anna DeFronzo
Blossom Hoag
George DiLorenzo
William Manning
Joseph Mara
Lucy Ferullo
Evelyn Farnum
Charlie Welch
Bob Travaglini

Absent

Emilio Favorito
Al Lombardi
Jim Rose
Judge Mario Umana
Joseph Wardell
James Dorgan
Benny Tauro

GUESTS

William Ferullo
Dell Orfano
William Gilmartin
Andrew Fish
Antonio Sabia
Patricia Cardinale
Mark Govoni
David Brennen

CONSULTANTS

Eva Matsuzaki
Jonathan Barrett
Phil Henderson
Bill Yuhas

MASS PORT

Alice Boelter
Norm Faramelli

BRA

Phil Zeigler
Gary Brown
Emel Derbentli

Bill Manning, noting that a quorum was present, opened the meeting at 4:30 P.M.. He made a motion to approve the minutes for the meetings of May 14 and May 21, 1983. The motion was approved. He then requested that Lucy Ferullo read the minutes of the April 28 meeting held for the discussion of the museum issue.

Lucy Ferullo read the minutes and indicated that they would be mailed out to each member.

Bill Manning suggested that the people who were mentioned during the museum meeting as being potential participants in the effort of getting a museum built on the site should be contacted as soon as possible. He then requested that Phil Zeigler of the BRA introduce the consultants present at the meeting.

Phil Zeigler indicated that the consultants present were: Eva Matsuzaki (Project Manager) and Jonathan Barrett (Urban Designer) of Arthur Erickson Architects; and Phil Henderson and Bill Yuhas (Community Liaison Consultants) of Henderson Planning Group. He explained that at this meeting, the attendants will gain an understanding, for the first time, of how the different aspects of the project will come together from a design/architectural point of view. He added that the preliminary conceptual plans the consultants had prepared were not based on in-depth financial feasibility considerations. As a result, once the financial/marketability studies were completed, the preliminary ideas may have to be modified he said.

Eva Matsuzaki then explained the rationale and considerations behind the conceptual plan. She stated that what was understood to be the priorities of the community established the main ideas/guiding principles behind the plan. She then explained each principle as she illustrated its integration into the plan on a map of the site. These were as follows:

1) Open Space

Open space was understood to be the primary concern of the community. The first decision in this respect related to size - how many and how large should the spaces be? Various options were tested and the conclusion reached was that one large open space would be better than a number of smaller open spaces since the space could then be easily identified as belonging to the broader community. The second decision related to the location of the open space. It was agreed that all of it should not be located along the water for several reasons: the existing neighborhood could easily be cut off from it once the new development was completed, greater exposure to the wind would limit its use, and it might not be completed 'till the later stages of the project. Hence, locating most of the open space between the new development and the existing community would ensure use of the space by both as well as ensuring its completion during the early stages of the project.

2) Access to Waterfront

It was explained that the Plan would ensure access to the waterfront by: a) reinforcing the existing links and providing small public places by the water at the end of each link, b) linking the large open space to the water at several points, c) linking, as much as possible, the existing community to the new development, and d) taking the diagonal view into consideration.

3) Waterfront Activities

In order to provide maximum opportunity for waterfront activities, four bays were created in the Conceptual Plan. The function of each bay was explained as follows: Bay 1 - an open water body area which would be very active having a ferry terminal on it; Bay 2 - water body to be occupied by a marina, and again lots of water activity; Bay 3 - to be kept primarily open for recreational use such as boat rentals, and to be connected to the large open space; and Bay 4 - to be a working bay with boat building and repair, light industrial water-related activities taking place in it.

4) Land Use

It was believed that the site was most suited for predominantly residential use supported with some commercial and marine commercial uses. On Pier One could be located a restaurant, some commercial uses, a ferry terminal and a museum. On Pier Five could be located the light industrial/marine commercial uses such as lobster boats. The remaining land in the middle could be occupied by housing. The density of housing would be an important issue to resolve as it would have a direct impact on the economic feasibility of the Plan.

Eva Matsuzaki then explained that the road system had yet to be incorporated into the plan, and that this aspect would be discussed at the next meeting. She added that the structural engineers had indicated that the land towards the back of the piers was very difficult to build on for two reasons: that portion of the site was originally filled, and building on it would require piling thereby increasing costs substantially.

Mary Ellen Welch asked how high the residential buildings would be.

Eva Matsuzaki replied 6 to 10 stories. She explained that 36% of the land would be developed for residential use, 18% for roads and sidewalks and 30% for open space and access to the water. The residential density, she added, would be approximately 40 units/

She indicated that a lowering of the heights would result in a decrease in the amount of open space since the density would have to be high enough to support the costs of development.

George DiLorenzo asked whether any public housing would be built on the site.

Eva Matsuzaki stated that the residential development would not include public housing. It would consist of luxury units along the waterfront and market rate housing on the inner part of the site.

Lucy Ferullo asked how many units the residential development would include.

Eva Matsuzaki replied that, according to the preliminary conceptual plan, the site would have approximately 1300 units built on it.

Mary Ellen Welch asked if the traffic impacts of such a density were considered. She indicated that until the City and State resolve the current traffic problems at Maverick Square, a density of 1300 units would not be realistic.

Anna DeFronzo asked how large the marina would be.

Jonathan Barrett stated that it would be large enough to service 150 to 200 boats. He also reminded the members that this development would support ferry connections, therefore its impact on vehicular traffic would not be as great. It is very possible, he said, that the development will eventually force a ferry service operation.

Mary Ellen Welch expressed her concern over the seriousness of MassPort regarding ferry operations in the harbor.

Phil Zeigler assured the members that a number of studies were currently being undertaken for this purpose. One of these, he said, the Harbor Islands study being carried out by Wallace, Floyd Associates. He added that the Boston Redevelopment Authority had requested funding from the State for landing and shore facilities. Upon the request of the State, he said, letters were sent to Secretary Hoyt and Secretary Salvucci.

Alice Boelter indicated that once the shoreline improvements are made, it will be a lot easier for boat operators to get financing.

Lucy Ferullo asked where, on the site, parking would be provided.

Eva Matsuzaki stated that parking would be provided one level below ground as well as adjacent to buildings.

Blossom Hoag asked how many acres of land would be in the new development.

Eva Matsuzaki stated that the total acreage of the land would increase slightly from 35 acres to about 38 acres. This increase would be due to the widening of Pier 5.

Lucy Ferullo commented that the proposed development concept was definitely too dense for the community to accept.

Eva Matsuzaki reminded the attendants that the intention of this meeting was to get community feedback on the conceptual design. The Plan, she said, was far from finalization. Testing for financial and marketing feasibility had to be done with actual numbers, she added, before a Plan could be finalized.

Phil Zeigler explained that the costs of developing the site will probably be very high. Higher densities at some locations of the site may be necessary, he said, in order to cover the costs of development.

Alice Boelter reminded the members that the development had to be dense enough for MassPort to realize a positive cash flow and also to generate revenues for the City. Therefore, she said, the question should not be one of the amount of overall density, but rather where on the site density can be increased and where it should be decreased.

Bill Yuhas explained that 1300 units was not a fixed number, and that density of housing was directly related to the amount of amenities that would be located on the site. Since housing would have to pay for much of the infrastructure, he said, it would necessarily have to be sufficiently dense.

Eva Matsuzaki reminded the members that preliminary studies and discussions indicated that housing would be a most suitable use for the site. If the community thinks that residential use would be incompatible, she said, then the consultants would have a very big problem on their hands.

Lucy Ferullo indicated that the community would be in favor of residential development and that this was not a problem. The problem she said, was that if a less dense housing development was not able to pay for the costs, then MassPort should be willing to cover the costs.

Mary Ellen Welch agreed with Lucy Ferullo, indicating that it was not residential use that was incompatible but rather its amount.

Phil Henderson explained that the consultants had used the conclusions of the Interim Report as the basis in determining the potential uses in the conceptual plan. He said that the costs of the required work on the pilings as well as the amount of open space amenities would impact the density of the development. Hence, density can not be determined he said, without considering these two very important factors.

Gary Brown suggested that cost estimates for different densities should be obtained before continuing the discussion any further.

He indicated that members of the MBTA had requested to attend the next PAC meeting, in order to notify PAC members of their emergency vent shaft plans and how such plans might impact the Piers development.

It was agreed by the members that MBTA representatives be invited to the next meeting of the PAC to be held on May 26, 1983. (This meeting has since been changed to June 9, 1983 at 4:00 P.M..)

There being no further issues for discussion, the meeting adjourned at 6:00 P.M..



East Boston
Project Advisory
Committee, Inc.

MEMORANDUM

6 June 1983

TO: EAST BOSTON PROJECT ADVISORY COMMITTEE
FROM: JAMES ROSE, PRESIDENT
RE: PROJECT ADVISORY COMMITTEE MEETING - June 9, 1983

There will be a PAC meeting on Thursday, June 9, 1983 at 4:00 P.M. in the Pier One Shed.

Representatives from the MBTA will be present to explain the emergency vent shaft to be constructed on the East Boston Pier site near Lewis St.. It is important that we all understand what is being proposed and the implications, if any, on our planning process and Development Plan.

Please let the Boston Redevelopment Authority know whether or not you will be attending by calling 722-4300, ext. 257.

Re: PAC MEETINGS--ABSENTEEISM LETTERS

East Boston PAC meetings--absenteeism letters sent out on June 22, 1983 to the following members:

1. Mr. Joseph Mara
2. Ms. Alice Christopher
3. Mr. George DiLorenzo
4. Mr. James Dorgan
5. Mr. Al Lombardi, Jr.
6. Mr. William Manning
7. Mr. Emilio Favorito
8. Judge Mario Umana
9. Mr. Joseph Waddell
10. Mr. Bob Travaglini
11. Mr. Benny Tauro



East Boston
Project Advisory
Committee, Inc.

June 22
~~May 12~~, 1983

Mr. Emilio Favorito
87 Putnam Street
East Boston, MA 02128

Dear Project Advisory Committee Member:

During the past few months, members of the East Boston PAC who have been attending meetings on a regular basis have become increasingly concerned about the consistent absence of some members at these meetings.

When this Committee was first organized and its by-laws drafted, care was taken to insure that members participate by attending meetings. Article II, Section 2 reads:

" A member may be removed for cause after that member has not attended three consecutive East Boston Project Advisory Corporation meetings. Reasonable notice shall be given to such member to appear and show cause as to any circumstances that should bar his or her removal by a two-thirds vote of the members."

In reviewing the records it has been noted that your attendance at our meetings has on occasion become sporadic.

The participation of the East Boston Project Advisory Committee in the planning process for the East Boston Piers Development Plan is a most important and necessary component if East Boston is to realize the successful development of its waterfront and revitalization of its neighborhood.

The Committee's input into the process is becoming increasingly important and it is essential that all Committee members be informed and involved.

Please make every effort to attend all meetings in the future. If there are problems or conflicts that have arisen and preclude your attending the meetings, please let me know.

Sincerely,

Jim Rose, President
East Boston Project Advisory Committee

ATTACHMENT IIIb Press coverage

Mayor White Promises To Upgrade Services

Local Civic Groups To Salute Savio Champs

again in 1979, they met Mid-
deboro High and both times they
lost 7 to 6 and 31-18 respectively.
But last month they defeated
Rockland, 14-12 for the Super
Bowl title.

The four civic groups will also
sponsor a beautiful plaque with
all the names of the players and
coaches and will be hung in Don
Savio High Trophy Room.

Please make your reservations
early. There is a limited amount
of tickets and they will be sold on
the first come, first served basis.
No reservations will be taken.

Ronald D. D'Avolio Sworn In As Judge Governor King



Judge Ronald D'Avolio, a native of
Boston and resident of West
Boston, was sworn in as Special
Justice, Newburyport Division,
District Court Department, on
Thursday of last week.
Governor Edward J. King, a
former resident of East Boston,
administered the oath of office in
ceremonies held in the Senate
Chamber of the State House.
Serving as master of
ceremonies was House Majority
Whip John E. Murphy, Jr., of
Peabody. Also present were
Judge Samuel Zell of Salem,

Talks Scheduled On Waterfront Pier Development Jan. 13

The East Boston Project Ad-
visory Committee for waterfront
Pier Development will hold their
next meeting on Thursday,
January 12, 1983 at 4:00 p.m. in
the Massport Pier one shed (sec-
ond floor on left side). The
agenda will include an update on
the consultant selection process
for Master Planning Services,
implementation of certain provi-
sions of the by-laws and the pos-
sibility of putting together an
East Boston Pier Development
Poster. Everyone is welcome to
attend.

On December 9, 1982 the se-
cond annual meeting of the com-
mittee was held and the following
officers were elected: President -
James Rose, Vice President -
William Manning, Treasurer -
Ennio Favritto, Clerk - Lucy
Perullo.

School Studies

Always Have The Right Of Way

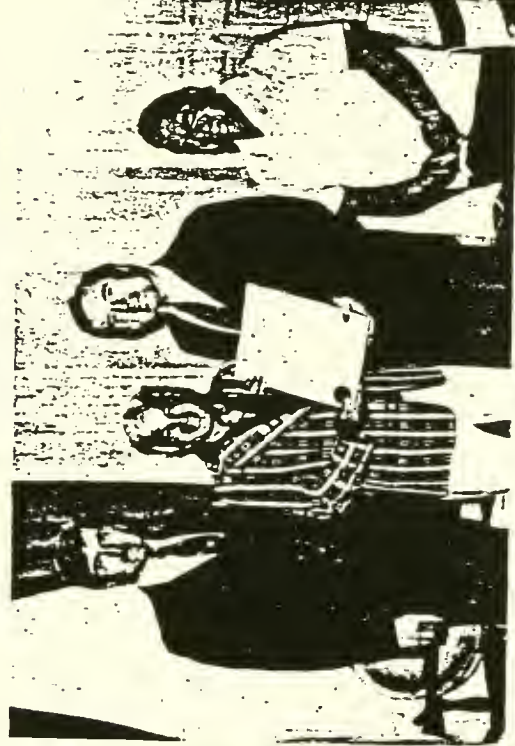
KITCHEN CHAIRS

CUPHOLSTERING SOFAS &
BENCHES
WORK GUARANTEED

A. Rick Iaballo 391-2278

East Boston
Times-Three Press
and EAST BOSTON LEADER
WEDNESDAY, JANUARY 6, 1983
967-9400 — 0900
EXTRA
THE LARGEST
CIRCULATION IN
EAST BOSTON
FOR THE PAST
25 YEARS
Times-Three Press
1000 State Street
East Boston, MA 02128

One of Our Greatest Athletes



One of East Boston's greatest athletes, Joe "Shoemaker" Reardon, Governor's aide, is cited by Governor Edward King, shown above, from left to right: Michael Reardon, Governor's aide; Joe Shoemaker (Uncle Sam); and Dickie Nola.

Bureaucrats Threaten Belle Isle Marsh

Each agency has been con-
tracted by the many environmen-
tal groups and recognize that
they must think in terms of the
overall longtime good of the
Belle Isle Marsh. "Money is the
usual answer but in this case it is
a very first step in the process that

Mayor Kevin H. White an-
nounced in his State of the City
address plans for new housing
measures for increased and up-
graded municipal services, and
for the establishment of a
telecommunications and infor-
mation center to serve the world
market.

In his 16th consecutive annual
address, the Mayor also said the
city has overcome critical fiscal
problems and in addition, has
made significant progress in a
wide range of areas despite the
pressing issues which tended to ob-
scure Boston's accomplishments
in 1982.

Looking forward, Mayor White
disclosed his administration's
three major initiatives for 1983.
"An assault on the problem of
housing along three fronts: rent
control, arson and abandon-
ment."

"A dramatic increase and
improvement in basic city ser-
vices - including police protec-
tion and citywide clean up opera-
tions."

"An agenda to attract the
telecommunications and infor-
mation industry to Boston, to
make this city one of the six com-
munications capitals of the
world. Already the City is work-
ing toward converting the
Charlestown Navy Yard into a
combined international satellite
teleport and major research
facility."

The Mayor said his adminis-
tration would work toward
implementing these initiatives
"as we continue to pursue the
goals I established in my in-
augural address three years ago
today."

Elaborating on the housing in-
itiative, Mayor White said, "I
will fight for as long as it takes
to achieve a balanced rent con-
trol policy one that both protects
the tenant and encourages
further construction of housing in
the neighborhoods. We will settle
for nothing less."

On the second housing in-
itiative front he disclosed that
the City has taken some signifi-
cant steps in the fight against
arson.

Boston will no longer be a
hazard target for arsonists. "The
planned eradication of fire

Bridge Closing Is Hazardous To The Safety Of District

As a result of public hearings
held in East Boston by City Coun-
cillor Frederick C. Langone and
his Committee on Urban
Resources to deal with problems
created by the closing of the
Chelsea St Bridge, Langone this
week filed an order which was
passed in the Council requesting
the Mayor to order the Fire Com-
missioner to reactivate an ad-
ditional fire company in East
Boston so that the safety of the
residents will be strengthened in
the event of an emergency.

Fire Apparatus from outside
East Boston must sometimes use
the Mystic River Bridge to get
here because of the bridge clos-
ing on Chelsea St. and the in-
creased traffic on the Meridian
St Bridge. Langone said, and
added that survey revealed that
East Boston now had less fire
protection than it did before
Proposition 2 1/2 cuts by the City
Administration.

Langone cited East Boston par-
ticular vulnerabilities to serious
fires during his speech on the
floor of the City Council. "East
Boston not only faces limited ac-
cess by Fire Equipment because
of traffic tie ups at the tunnel,"
said Langone. "But is always
faced with the possibility of a fire
from the plane crash at Logan

WHAT'S HAPPENING

ELDERLY

SENIORS

Seniors are welcome to go down to the new Senior Drop-in Lounge at the Orient Heights Recreation Center at 88 Boardman St. every Tuesday (from 2 to 5 p.m.). You can meet new people, enjoy good conversation with friends, play cards, or bring your knitting or crocheting to work on while you enjoy the refreshments. Drop in and bring a friend. For more information call Linda at 569-1476.

FLEA MARKET

The East Boston Social Centers will hold a flea market at the Central Square Center on Sat., Jan. 15 from 10 a.m. to 4 p.m. Proceeds from the event will benefit the center's varied programs. Tables are available for only \$10 and may be reserved by calling Theresa Forbes at 567-0600 or 569-3221.

EDUCATION

MORE EXTENDED KINDERGARTEN

The extended day kindergarten program in the Boston Public Schools is being expanded to 16 additional schools, including the Bradley School in East Boston. Children in the extended-day kindergarten attend school for the first full school day and experience the same educational and social activities as do children in the traditional half-day kindergarten. Children now in the kindergarten program should have received application forms for the new extended day program during the first week of January. Parents of five year olds who are not now in Boston's kindergarten programs may obtain applications for the new extended day kindergartens or for vacancies in the existing extended day program at elementary schools, district offices or the Department of Implementation at School Headquarters, at 26 Court St. The new programs will begin in February. Parents seeking additional information should call the School Information Center at 726-6555.

PRE-SCHOOL PROGRAM

The pre-school program at the East Boston Branch Library at 276 Meridian St. will resume on Jan. 25. The series, intended for children ages 3 to 5, takes place on Tues. mornings at 10:15 a.m. Each hour-long session features stories, songs and related activities. At the same time, parents may attend an adult program of discussions and speakers. The guest speaker on Jan. 25 will be local acupuncturist Marie Carpill. All Boston Public Library programs are free and open to all. Parents are asked to register their children by calling 569-0271.

FEED, NEED, GREED

The author of *Diet for a Small Planet* and co-founder of the Institute for Food and Development Policy, Frances Moore Lappe, will speak for Science for the People on Mon., Feb. 14 from 8 to 8 p.m. The evening of wine, hors d'oeuvres and discussion will be held at 19 Craigie St. in Somerville. Tickets are \$8 in advance and \$10 at the door. The money will be used by the educational, non-profit organization to promote a Science for the People publication on food, population and resources called "Feed, Need, Greed." For more information call 547-0370.

CABLE ORIENTATION

The Public Access and Programming Foundation for the Mayor's East Boston Cable Task Force is pleased to announce the first of a series of Cable TV public access orientations and training workshops. It will be held on Wed., Jan. 12 at the Harbor-side Community School, 312 Border St. from 7 to 10 p.m. All interested residents are asked. Registration for the upcoming public access workshop will be available that evening. For more information call 567-7884.

RELIGION

BIBLE STUDY

"When Bad Things Happen to Good People," the title of a best-selling book, describes Job's problems: what did he do to deserve such troubles? A three-week introduction to the Old Testament will stimulate the debates of Job and those who tried to answer his questions about the reason for suffering. Everyone is welcome to attend. Thurs. at 7:30 p.m. from Jan. 18 to Feb. 1 at Our Saviour's Church, 28 Paris St.

HEALTH

SMOKING CESSATION

The regular meeting of the East Boston Community Health Committee will be held at 10 Gove St., East Boston, in the third floor conference room at 7 p.m. on Wed., Jan. 19. Judith O'Kane, Assistant Professor of Medicine at UMass Medical School will make a presentation on "Smoking Cessation: A Look at Methods that Work." All East Boston residents are cordially invited to attend. For more information call 569-6800.

ADULT EXERCISE

The Sealeman Boys' Club is now offering adult community programs in body conditioning, yoga/aerobic management and aerobic dancing. The club facilities will be open for these programs Monday through Friday from 10:30 a.m. to 1:30 p.m. beginning Jan. 17. Body conditioning will meet three times a week, on Mon., Wed., and Fri., yoga/aerobic management will meet once a week on a day to be arranged by those who enroll, and aerobic dancing will meet twice a week, on Tues. and Thurs. For further information on times, fees, and classes please call Chantene Galotto at the Sealeman Boys' Club between 9 a.m. and 9 p.m. at 567-0508 weekdays or at 569-7587 on weekends.

WOMEN

WOMEN'S DAY PLANNING

A group of women is now meeting to organize a march as part of International Women's Day Celebration. General planning meetings will be held on alternate Wednesdays at UMass/Boston, 100 Arlington St., Rm. 622 at 7:30 p.m. The next meeting is Jan. 19. Individual women and representatives from feminist groups are invited to help plan this city-wide event. Call Lisa at 644-7707 evenings for more information.

REPRODUCTIVE FREEDOM

On Thurs., Jan. 20, the Mobilization for Survival and the BU Women's Center will present "Life and Liberty...For All Who Believe," a documentary of the religious Right and their systematic attacks on free speech. Also speaking will be Marlene Gerber-Fried, longtime feminist activist and member of the Reproductive Rights National Network. The event begins at 7:30 p.m. in the Conference Auditorium of the Sherman Union, Boston University (Green Line BU/Central stop), 775 Comm. Ave. A \$2 donation is requested. For more information call 354-0008.

TENTH ANNIVERSARY

On Sat., Jan. 22 at 1 p.m. there will be a rally at the YWCA in Copley Sq., 140 Clarendon St., to commemorate the tenth anniversary of the Supreme Court decision legalizing abortion. There will be several nationally-recognized speakers. For more information call 864-2014.

CALLS TO ACTION

ATTENTION TEENS!

The teen group at the Grace Church on Saratoga Street is seeking new members ages 13-18, male and female. Any teen who would like to join at mid-

Mystery Photo!



It may have been Christmas time, but some of you must have guessed that our last Mystery Photo was on Bremen Street at the corner of Marion Street! But the only reader who called to identify our last photo was Lisa Coolidge. This issue's Mystery Photo isn't very difficult if you read the rest of the paper. To identify it, call us at 567-7884.

on Friday evenings at 7:30 p.m. in the church basement at the corner of Saratoga and Byron Streets.

FRIENDS OF BELLE ISLE MARSH

Friends of Belle Isle Marsh will be sponsoring monthly field trips this winter which are scheduled to start on Saturdays at 2 p.m. on Feb. 19 and March 20. Interested persons are asked to meet at the entrance to Belle Isle Marsh on Bennington St. in East Boston. Dress warmly and be prepared for light hiking. Boots are recommended. For more info call Craig Jackson at 321-4382, Kermit Norris at 567-2339, or Sobeli Zendeck at 828-8990.

HOUSING ORGANIZING CONFERENCE

The Just Housing Resource Center at Roxbury Community College will sponsor a conference to examine current and proposed strategies of tenant and community activists in response to the Boston housing crisis on Sat., Jan. 22. "From the Ground Up: A conference on Organizing Strategies to Meet the Boston Housing Crisis" will begin at 8:30 a.m. and run until 4:30 p.m. at the Kennedy Building, 825 Huntington Ave., Boston. Regular registration is \$5, low-income registration is \$3. There is child care, but you must bring your own lunch. For more information call 734-1980, ext. 437 or 118.

ARTISTS TAX SEMINAR

The Artists Foundation, Inc., Boston, will sponsor a special tax seminar for all artists on Sat., Jan. 15 from 9 a.m. to 1 p.m. at the John W. McCormack Post Office and Courthouse, Post Office Square, Boston. The registration fee is \$15. The Artists Foundation is a private, non-profit organization that administers a variety of financial and technical assistance services.

PIERS MEETING

The East Boston Project Advisory Committee for the Waterfront Pier Development will hold its next meeting on Thurs., Jan. 13 at 4 p.m. in the Massport Pier One shed (second floor on left side.) The agenda will include an update on the consultant selection process for Master Planning Services, implementation of certain provisions of the bylaws and the possibility of putting together an East Boston Pier Development Poster. Everyone is welcome to attend.

SPECIAL NOTES

WINTER REGISTRATION

East Boston Harborside Community School, 312 Border St., and the Orient Heights Recreation Center, 88 Boardman St., will be holding registration for the Winter Semester from Jan. 10-21, from 3 to 8 p.m. There will be a large variety of classes offered at both locations. The Harborside will offer G.E.A.R.S. Training for those interested in changing, or obtaining, jobs; community counseling services; a single mothers support group; community tax aid, a free income tax assistance workshop; Cable TV-public access orientation and training workshops to provide an understanding of the use of public access TV and the opportunity to produce local cable programming; ballroom dancing; and language; leathercraft; auto mechanics, both male and female; gymnastics; Chinese cooking; acting and music lessons; several exercise and fitness classes; swimming lessons; and scuba diving lessons. Orient Heights will offer community counseling services; a G.E.D. preparation class; a children's corner and a senior's drop-in lounge; "Aerobic" and jazz dance classes; baton twirling; youth dance and exercise classes; gymnastics for the beginner; floor hockey and basketball leagues; a soccer clinic and open gym periods. For more information call either the Harborside at 567-6800 or the Orient Heights center at 569-1476.

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MARSH SLIDES

The East Boston Noddle Island Society, Inc., will present a slide show about Belle Isle Marsh on Mon., Jan. 24 at the East Boston Social Centers' Central Square center at 8 p.m. The public is invited. A member of the Friends of Belle Isle Marsh will present the slide show for EENISI, and will be on hand to provide information and answer questions about the marsh, its plant life and its wildlife.

SPLASH AROUND

The East Boston Harborside Community School, 312 Border St., is currently offering open swim, adult and family swim hours. Come enjoy the pool in a less-structured setting until the Winter Semester. Remember, bring your membership card along with 25 cents each visit. Everyone must wear a bathing cap. Call the Harborside at 567-6800 for pool hours and more information.

GET A DIPLOMA

The East Boston Harborside Community School, 312 Border St., during the upcoming Winter Semester, will offer complete G.E.D. (High School equivalency) Program, Pre-G.E.D. (the very basics) Program, and an S.L. (English as a Second Language) program. All three courses can help you obtain that much needed high school diploma. The classes are comprehensive, and geared to your knowledge in all subjects covered on the test. They will meet Monday and Wednesday, 7-9 p.m. and cost only \$10 for the full 10-week session. Call 567-6800 for more information.

BUNKER HILL IN EASTIE

Bunker Hill Community College will again offer fully accredited college courses through their continuing education department using the East Boston Harborside Community School, 312 Border St., as its satellite. The three-credit courses offered this winter semester are: College English II on Thursday, 6:30 - 9:30 p.m.; Principles of Accounting on Wednesday, 6:30-9:30 p.m.; Business Data Processing on Tuesday, 6:30-9:30 p.m.; Principles of Management on Wednesday, 6:30-9:30 p.m. Tuition is \$90 per course, plus a \$3 registration fee and all students must have a current Community School card. Payment in full by cash, check, or credit card is required at registration. Walk-in registration is Jan. 17 & 18, 6:30-7:30 p.m. For more information, call the Harborside at 567-6800 or the Bunker Hill Community College at 552-1000.

Michael Dukakis
The Paradise
7:00pm
G.G. TURNER
DUKAKIS CANNOT
THE NEWS
Sun. Feb. 6 8:30am

Robert Kraft
7:00pm
ROBERT KRAFT
Mon. Feb. 7 8:30pm

Poco
REVEAL LITTLE
Tues. Feb. 8 8:30am

NOVO COMBO
Wed. Feb. 9 8:30am

WARREN ZEVON
SOLD OUT
7:00pm
THE CATS
THE BOUNDARIES
THE PEDISTRANS
Sun. Feb. 13 8:30am

LIPSTICK
7:00pm
LIPSTICK
Mon. Feb. 14 8:30pm
General Admission \$4

DAVID LINDLEY
MACE MACDONALD
Tues. Feb. 15 8:30am

GARY SHANE & THE DETOUR
THE MEETINGS
JOHN & THE BLAST
Wed. Feb. 16 8:30am

ROBERT HAZARD
NETCAPS
Thurs. Feb. 17 8:30am

LEVIN HELM/RICK DANKO
Sun. Feb. 20 8:30am

THE FIRST WORKING CLASS THE LAST ONES
Mon. Feb. 21 8:30am

EMI/THORN VIDEO NIGHT
Featuring Queen, The Who, Genesis, The Tubes, Billy Squier
Thurs. Feb. 24 8:30am
Free Admission

JOHNNY THUNDERS
COUNTY DOWN, THE DAUGHTER
Sun. Feb. 27 8:30am

COMING:
Mar. 1 Robert Elm Oates
Mar. 3 Tower of Power
Mar. 9 The McGarrigle Sisters
Mar. 24 Iggy Pop

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Sat. & Sun. 1-4
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COASTAL PRODUCTIONS

Talking politics

On the waterfront: The fight for the East Boston Piers

by Michael Rezendes

For much of the electorate, last year's contest between Michael Dukakis and Ed King for the Democratic Party's gubernatorial nomination was little more than sport for the spectator, a battle of dollars, organization, and media hype. It was interesting enough to watch, but it wasn't clear that the outcome was going to make much of a difference to anyone other than those who had invested in or bet on a candidate. The *Herald-American* adopted this view with a pre-primary editorial that didn't endorse either candidate. Except for campaign activists, measuring a governor and a former governor by the unemployment rates during their administrations was like comparing batting averages or the rising earned-run averages of the local professional pitching staff.

But public perception aside, for many voters, and not just the 7.3 percent of the population unable to find jobs at the time of the election — much was at stake when they went to the polls. Indeed, for a surprising number of people, the difference between Michael Dukakis and Ed King will be measured by dramatic changes in their day-to-day lives.

Some of those people live in Jeffries Point, the "first section," as it is known throughout East Boston. It is a community bordered by Logan International Airport and the sea. Along the water's edge, running the full

length of the neighborhood, are 35 acres of vacant land, including four piers, known simply as the East Boston Piers. The area offers the city's most dramatic view of the Hub's new skyline. The land was seized through the power of eminent domain when the Massachusetts Port Authority was created, in 1956. For many years, Massport toyed with the idea of building a containerized shipping facility on the property. More recently, Governor King and his secretary of transportation, James Carlin, suggested the land be used to store coal.

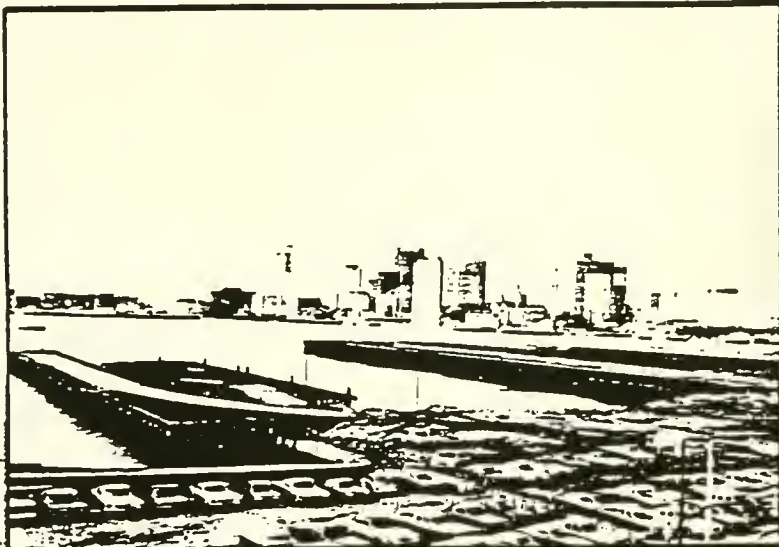
For nearly 3000 Jeffries Point residents, both plans were understandably abhorrent. But now, with King gone from power and the Massport board of directors controlled by Dukakis appointees, there are fair expectations that the land will come to enhance the community rather than deface it. Where once the

imagination saw coal, now residents are excited by the thought of new housing, light industry, and a park.

Lucy Ferullo, a former schoolteacher who raised a family in East Boston, can look through the window of her home on Haynes Street and see the broad expanse of the vacant piers and the Boston skyline beyond. "We've all been so depressed here with Governor King, and Carlin, and knowing that King was going to get control of the Massport board," she said. "We've been in limbo. Now we feel we can really get down to work. We feel that something good can happen here." That's because, from the neighborhood's point of view, something good's been in the works since 1976. At that time the Massport board, then controlled by directors appointed by Francis Sargent (the governor from 69 to '73), and Michael Dukakis (then the governor) decided the piers wouldn't be needed for maritime purposes for the foreseeable future. In its master plan of that year, Massport said the land should be used "for purposes related to the development of the East Boston community."

This was the same board that, two years earlier, had fired Ed King from his job as executive director of the authority, in part because he seemed intent on making life unbearable for people in the many communities surrounding the airport. It was a board that believed sound management and concern for its neighbors were not irreconcilable goals. The decision to dedicate the piers for residential use was based on the notion that development there could provide the authority with a financial return, and help a community that had been ravaged by the seizure of approximately 150 acres of recreational and residential property during the days of airport expansion.

But Ed King's unexpected rise to the governorship, in 1978, threw a formidable wrench into the bureaucratic machinery that was working to make the piers a part of the community. Because the governor makes one appointment to the seven-member Massport board each year, there was every reason to think that King would gain control of his old agency by 1982. Massport board members and neighborhood residents believed that a new board controlled by King would hang on to the piers and use them to store freight. That King, who billed himself as a pro-growth candidate and tried to



<p>FEBRUARY 9</p> <p>JAMES BLOOD ULMER SHOWS AT 9 & 11</p>	<p>FEBRUARY 10</p> <p>BUDDY GUY & JUNIOR WELLS SHOWS AT 7:30 & 10:30</p>	<p>COMING ATTRACTIONS:</p> <p>FEBRUARY 14 LARRY CORVILL FEBRUARY 17 THE GRASS ROOTS FEATURING BOB GRILL ALSO HENRY GROSS FEBRUARY 22 THE PENDING... FEBRUARY 23 THE ORIGINAL VENTURES</p>
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portray Dukakis as anti-business during the '78 campaign, opposed the plans to develop the piers, had more than a trace of irony for those who wanted the land to become a part of East Boston. "Ed King was pro-development as long as it wasn't in his playpen," Pat Moscantolo, Massport's governmental and public-affairs director, said last week.

To insulate the piers from a future Massport board controlled by the anticipated King majority, Massport entered into an unusual agreement with the Boston Redevelopment Authority (BRA) on August 26, 1981. Under the terms of the agreement, the BRA was given the authority to develop the piers, with the stipulation that development plans were to be drawn with the participation of neighborhood residents. The neighborhood group, called a project advisory committee (PAC), is equally unusual. Its 17 members were chosen by Massport and the BRA: they include residents who have not always seen eye to eye. Among them are activists whose political views were formed during the bitter struggles over the expansion of Logan Airport, and members of a political organization controlled by Boston Mayor Kevin H. White. The offices of Representative Emanuel "Gus" Serra and Senator Michael LaPresse — who were political opponents in 1973 — are also represented on the committee.

But despite the many uneasy alliances created by the agreement, all parties were able to agree that piers should be used to create housing, open space, and jobs in a community that is troubled by overcrowding and underemployment. In short, a group of people with widely disparate interests were able to

agree on a modest little utopian dream.

It's a dream King sought to destroy before it became real. Shortly before the agreement between Massport and the BRA was finalized, James F. Carlin, then the state secretary of transportation, filed suit against the Massport board of directors to invalidate the agreement. In a letter to Massport board chairman Robert Weinberg, Carlin said Massport's agreement with the BRA "amounts in law to a sale of the Port Properties in question, thereby requiring the prior approval by the Governor and Council."

Carlin was soon joined by the Boston Shipping Association, which filed suit in federal court to block the pier development. Robert Calder, executive director of the Boston Shipping Association, said in an interview last week, "Our opposition [to developing the piers for residential and commercial purposes] is that we believe the piers ought to be held as a pier bank." Calder agrees with Massport that the East Boston Piers aren't needed to dock sea cargo now; that the Massport facilities in Charlestown and South Boston (the latter facility is currently being expanded) are adequate. But he also says it's difficult to predict what port needs will be in the future. "Where you have deep water, you should keep it," he said. "Once you lose it, it's gone. Our position is, save deep water for shipping purposes."

The association's suit is seen by many observers as a long shot, since the federal court will have to grant admiralty jurisdiction — a jurisdiction usually reserved for legal matters occurring on the high seas — before it could become involved in the case. Carlin's suit, however, was con-

sidered a serious obstacle to development of the piers.

But by rejecting King at the polls, voters also gave Carlin his walking papers. And it's now likely that Frederick Salvucci, the new secretary of transportation and construction (and the man who filled the same office during Dukakis's first term) will drop the suit. "I'm certainly supportive of using the piers for something compatible with East Boston," Salvucci said last week. "I presume what we're going to do is just drop the lawsuit. But

there's a process that I ought to go through [before doing that]." At this point, the association's suit is still pending.

Shortly after the November election, the dream for the East Boston Piers began to take shape. On December 5, that BRA advertised for a "developer consultant" — that is, a firm to work with the BRA, Massport, and the citizen PAC to plan a project. The submissions were excellent, said Gary Brown, a BRA planner who's acted as the agency's de facto project coordinator

for the piers. Thirty-two firms from around the world responded to the BRA's advertisement. Among them are Arthur Erickson Architects of Vancouver, Canada; Kenzo Tange & Ureac of Tokyo, Japan; and Boston's own Moshe Safdie, the designer of an ambitious redevelopment scheme for the North Station area (Lifesrvie, February 1), as well as a friend of Mayor White.

A review team made up of BRA staffers and a representative from

Continued on page 18

NEW AUDIENCES PRESENT



PETE SEEGER

FRI, FEB 18, 8PM AT SYMPHONY HALL

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Piers

Continued from page 17

both Massport and the citizen-PAC has narrowed the field of developers to seven. But the power to make the selection rests with the BRA board of directors, which is heavily influenced by BRA executive director Robert Ryan, who predicts that a development consultant will be

pointed all the directors save one. "We're looking for someone pretty special," Brown said. "Someone who can negotiate with two agencies and a group of people in East Boston, who can also sit down and have lunch with the mayor. Now how do you find that in one person?"

The BRA is behind schedule because of the suit filed

"We didn't know if we were going to be selecting attorneys or developers," he said. The BRA's final plans for development of the piers must be approved by Massport no later than August 26, 1985.

Everyone involved in the pier project is anticipating a lot of hard bargaining down the road. Alice V. Boelter, East Boston Piers project manager for Massport, said finalizing a development plan "is certainly going to test everyone's skills. The goals for the project are potentially contradictory."

According to Boelter, from Massport's point of view development of the East Boston Piers is part of a larger plan to develop waterfront property for non-maritime purposes in order to generate "a lot of money to spend on state-of-the-art container equipment" to be used at shipping docks in South Boston and Charlestown. Massport is currently filling in 37 acres of waterfront property adjacent to the Castle Island containerized-shipping facility in South Boston to expand its port capabilities.

In addition to the East Boston Piers, Massport is promoting plans to develop the Commonwealth Pier, in South Boston, and Hoosac Pier, in Charlestown, for non-maritime purposes to generate money to spend on its

But Massport's — and the city's — desire to use the East Boston Piers to produce revenue may run up against a desire among East Boston residents for park land and low-density development. Lucy Ferullo, the citizen PAC member and part of the team reviewing development consultants, looked out her window recently, pointed toward the skyline, and said, "I don't want to lose that. And I won't buy just a walk to the sea, like they did in the North End."

Ferullo and some of her neighbors are also worried that development of the piers could alter the close-knit character of the neighborhood forever. "Jerfines Point is going to be affected by what happens on those piers," she said. "The whole neighborhood could turn around. The question is, how much do we want it to change? We don't mind sharing it, but we don't want people to hog it, either."

In a community that was threatened with extinction by the powers of the state when the airport was expanding, it's not surprising to find residents who are wary about any large development scheme. Being wary is an attitude that has helped the community survive. But for the first time in years, the neighborhood can work toward an ideal and stop fighting for its life. □

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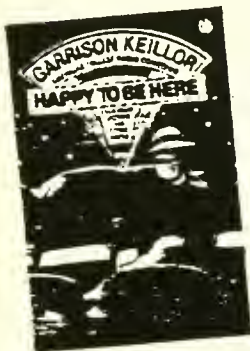
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East Boston's waterfront . . .

If there is any area in Boston to be considered prime for redevelopment, the 56 acres of rotting piers and aging warehouses along the East Boston waterfront between Maverick Square and the Bethlehem Shipyard would seem to be it. The location is the equal of any, commanding vistas of downtown Boston and the inner harbor.

After several years of negotiation, the Massachusetts Port Authority, which owns the piers, and the Boston Redevelopment Agency have selected a Canadian architect, who has specialized in waterfront projects from Vancouver to Baghdad, to prepare a master redevelopment plan for the area. Although this planning process has just begun, it is expected that the plan will include condominiums, subsidized housing, an office building, and recreational facilities, including a marina.

If that all sounds too good to be true, that just might be the case if the impact of this redevelopment project on the future of Boston Harbor, and on such projects as the third harbor tunnel, is not addressed early in the planning process.

Overlooked in the general good feeling about the project is the fact that the Boston Shipping Assn., which represents the commercial interests in the harbor, has taken Massport into federal court in an attempt to block use of the piers for nonmarine uses. However the suit comes out, it raises the question of whether waterfront land — of which there is only just so much — should be given over for projects which could be located inland, or whether it should be devoted to uses which must be on the waterfront.

Massport believes that the East Boston piers will never again be needed for marine cargo; that those needs will be filled by the new South Boston containerport. There is no quarrel with that conclusion, and it may even be possible that the harbor also contains adequate ship-repair facilities to meet any reasonable need.

It is just as true, however, that no one, six months ago, would have predicted that the US Navy would be seriously considering homeporting a battleship and its surface action group in Boston. The Navy can most likely be accommodated in South Boston, but the lesson to be learned is that there are activities which can only take place along the waterfront.

Barely a year ago, the King administration was attempting to block Massport's plans to develop a regional marketing center at Bird Island Flats, arguing that traffic generated by the project would overtax the existing tunnels — an argument which sounded like a brief for the third tunnel long advocated by then-Gov. King. The Bird Island project is now going forward, the new Dukakis administration is considered to be opposed to a new tunnel, while the pier-redevelopment holds the prospect of generating even more traffic than Bird Island.

Fortunately, the planning for the East Boston piers is in its preliminary stages. While the initial attention is being given to the concerns of the East Boston community, the equally important concerns of the "harbor community" must also be taken into account — and the planners should see their project in its regional context.

. . . and its tunnel

With a new administration in the State House coordinating transportation efforts, Boston's tunnel problems will get a start toward a solution. The Turnpike Authority has agreed to a one-way toll experiment beginning in April.

Motorists en route to Logan Airport will find the trip free and easy without paying tolls on the East Boston side of Callahan Tunnel. En route to Boston, motorists will pay 60 cents but the "extra" money may be a washout for most tunnel users.

There are several ways the Turnpike Authority can make the experiment more helpful: — dismantle the toll booths on the East Boston side of the Callahan. This procedure would make traffic move more expeditiously onto the airport access road and Route 1;

— install "Tunnel Radio" now broadcasting on all AM radio frequencies in the Dewey Square underpass on the Central Artery. Passengers heading to Logan could be advised of possible flight times, weather conditions in oth-

er cities and traffic conditions at Logan. The Tunnel-Radio idea could also help the unwary visitor to Logan digest the A-B-C-D-E traffic maze;

— assist the city of Boston in pedestrian safety on the Boston side of the Sumner Tunnel. The best method may be an underpass at Cross street and Salem street where a Russian roulette stop light is now in place. An underpass already exists beneath the Central Artery but pedestrian access to the North End itself is an enterprise only for the nimble and the intrepid.

Transportation Secretary Frederick Salucci has presumably not abandoned his plan to smother the Artery underground, but until that dream is realized he should consider this modest opportunity. The traffic that roars out of the tunnel in Boston to head south on the Artery too often faces a parade of frightened Freedom Trail tourists and sprinting North Enders. An underpass would help both drivers and walkers.

Treasury Has \$17M In Unclaimed Funds

56 Acre Development Along Marginal Street

Just a few short months ago, the future of the East Boston Pier appeared bleak: dead in the water, despite overwhelming community support for the Massport/Boston Redevelopment Authority plans for the development of Pier 1-5, Marginal Street.

The culprit, four former Governor King appointees to the Massport Board of Directors who not only fired Executive Director Dave Davis who was spearheading the project but planned to scrap the 56-acre project in favor of an apparent coal storage yard.

However, three important events took place that gave new life to the East Boston waterfront project. First, King was soundly defeated by Governor Michael Dukakis. Secondly, King in his haste to appoint

replacements to resigning board members goofed, losing control of the board to Dukakis. Thirdly, the Dukakis controlled board rehired Dave Davis.

Last week, the frosting was put on the cake when Davis and Mayor Kevin White announced that Arthur Erickson, the internationally renowned Canadian architect, has been recommended as the consultant to create a master plan for the development of the pier.

For the past 18 months, the BRA, in conjunction with the East Boston Project Advisory Committee, comprised of 18 East Boston residents, established initial planning concepts for the site. Some 40 design firms submitted proposals for the master plan. Following reviews by Massport, the BRA and community representatives, Erickson's firm (Continued On Page Twenty-One)

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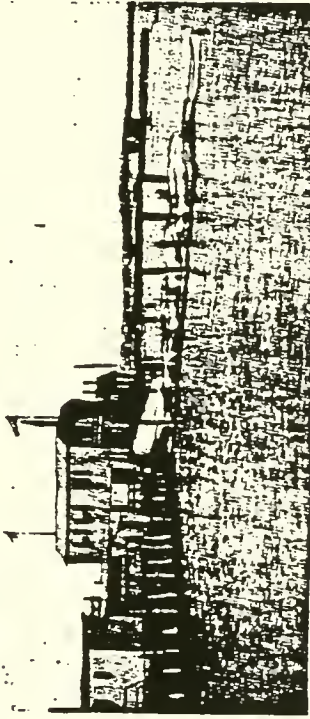
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The First In America

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Shown above is the old Jetties Pond Yacht Club, reputed to be one of the oldest yacht clubs in America. It was on these surrounding waters that some of the most famous races took place, when yachtsmen from all over the eastern seaboard would spend many an eventful summer weekend during the hot summer months. The club has since suffered a devastating fire just over a year ago. Photo courtesy Victor Castaneri.

Dom Savio Spartans In Tournament

Back on January 19 the Spartans were 3-4 in league play and struggling. Some said it couldn't be done. Others said it wouldn't be done, but the Spartans hockey team caught fire to win 7 and tie one in their last eight league games to finish 10-4-1 in the tough Central Catholic League and share Co-Champs with Christopher Columbus. Overall the Spartans finished with a record of 15-4-1.

During this stretch run Savio outscored its opponents 42-22. Led by Tri-Captains Dave Surette, Brian McCarthy, and Paul Pizzano and backed by junior goalie Ralph Guarino, the Spartans will play the winner of Tewksbury-St. Mary's of Lynn (Continued On Page Eighteen)

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Boston Edison Co. Will Assist Patrons In Heat Conservation

The Harborside Community School is making a contribution to the community by joining with Boston Edison to help qualified renters in East Boston save energy and money by offering free winterization kits at an energy workshop.

The program is designed to assist low income families and elderly in the Boston Edison service area, who rent apartments in two to six family dwellings where units are not energy efficient.
(Continued On Page Twenty-One)

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State Treasurer Robert Q. Crane today released the name of 42,000 Massachusetts Residents who are due more than \$17 million in abandoned accounts. East Bostonians included.

The largest single amount is due a Boston Woman whose name appears on an account worth more than \$150,000.

Under the state's Unclaimed Money Law, bank accounts, insurance proceeds, unclaimed gift certificates, payroll checks, customer overpayments and the like that have gone unclaimed for at least five years are deemed to be abandoned. All such accounts are to be reported to the Treasurer, who then attempts notification. Last year Treasurer Crane returned more than half (18 million) of the \$25 million in reported abandoned accounts to the rightful owners or legal heirs.

Crane said compliance with the (Continued On Page 14 only One)

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\$17 Million In Unclaimed Funds

owners such as: The Internal Revenue Service; Sears Roebuck and Company; Boston City Hospital; or the Roman Catholic Archbishop of Boston. The Treasurer asked?

Crane noted one important aspect of the Unclaimed Money Law requires that "until claimed, all funds are kept in the state's General Fund where they are invested for the benefit of all

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How to claim your money.

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Stella Treasurer Robert O. Crana
12th Floor McCormack Building
1 Ashburton Place
Boston, MA 02108

Pier Development

(Continued From Page One)

was recommended to produce a detailed development program. Davis called the selection of a development consultant for the pier project as "Historic occasion for Massport, the City of Boston and the East Boston neighborhood. Last year, Massport committed itself to establish a working partnership with the people of East Boston. Today, Massport can say that not only have we delivered on that commitment but also that we will continue to work even harder to preserve it." Davis added

"It has been a prime objective of the East Boston community to reclaim this area for public use and the City has been supportive of this challenge." Mayor White said "We are pleased that Massport looked to the City and the Boston Redevelopment Authority to coordinate planning and development of this site."

BRA Director Robert Ryan said discussions between the BRA and the East Boston community have focused on a mixed use development that would combine commercial and residential areas with significant portions of the pier set aside for public open space and recreational facilities."

Ryan said, "We can expect the East Boston waterfront to follow the general pattern established on the downtown waterfront and at the Charlestown Navy Yard. But, this development is definitely oriented to the East Boston community. East Boston has always been linked to the harbor and will now be able to rediscover and enjoy this rich heritage."

Ryan anticipates that redevelopment of the pier could generate \$150 - \$350 million in new investment and create many new employment opportunities for East Boston residents, as well as property tax revenues for a site currently exempt from taxes.

Boston Edison Co. Will Assist Patrons

(Continued From Page One)

The winterization kits are available only through the energy workshops where energy experts demonstrate how to use the

tor/accelerator, six plastic storm windows, two door sweeps and 14 electric switch or outlet gaskets.

Members of the HarborSide Community School will attend an energy workshop at the school, also known as the Marlo Umana School, on Border Street, on Tuesday, March 9th at 7:00 p.m. If your group would like to sponsor an energy workshop, contact Boston Edison's Energy Services Department at 424-2031 or your local Edison customer service center located at 11 Central Square. The program for this winter season will end March 12th.

The winterization kits and the energy workshops are part of Edison's "IMPACT 2000" energy program to reduce dependence on foreign oil and to encourage public participation in planning our energy future.

Concerted Drive To Preserve Belle Isle Wildlife Sanctuary

Conservationists dedicated to the preservation of Belle Isle Marsh will discuss recent accomplishments and plans for the future at a membership party on Sunday, March 13, at Our Lady of Lourdes Church Hall on 3 Endicott Avenue (Beachmont) in Revere beginning at 3:00 p.m. Massachusetts State Representative Emmanuel "Gus" Serra will be the guest speaker. A slide show presentation and refreshments will follow. The public is invited.

Founded in January, 1982, the Friends of Belle Isle Marsh is a grassroots group of natural history buffs, bird watchers and concerned neighbors. They have been speaking out for over a year

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about the aesthetic and wildlife values of the largest remaining salt marsh in Boston.

Bordered by East Boston, Revere and Wintthrop and partly managed by the Metropolitan District Commission, Belle Isle Marsh is a no-man's land caught smack in the middle of a flight path to Logan Airport. It is also an important resting area for migratory shorebirds, a feeding area for large numbers of herons, and offers breeding habitat for a number of bird species. But old rubber tires and other debris scattered throughout indicate that the battle to keep this area from being turned into a dumping ground has not yet been won.

Efforts made last year to increase community appreciation of this deteriorating natural habitat, however, did meet with some success. Last November the Massachusetts Audubon Society presented the group with an Audubon "A" Award in recognition of its grassroots organizing efforts. Monthly field trips open to the public, a slide show presented to schools to the Marsh neighbors and government agencies were all a part of the group's activities.

Now plans are being made for a massive cleanup of the area. The group hopes to receive help from the Metropolitan District Commission, but the operation will be managed largely by community volunteers. Those wishing to participate, to become members or to learn more are invited to attend the March 13 membership party. For more information call Soheil Zendei at (617) 923-0941 or Barbara Gard at 817-623-5373.

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Scientists divide wasps into two groups - social and solitary wasps. Social wasps, such as hornets and yellow jackets, live a community life, while each family of solitary wasps lives by itself.

NEWS FROM JEFFRIES POINT

KEEPING WATCH OVER THE PIERS

(Readers with news from Jeffries Point or the Mt. Carmel area can call Eleanor Welch at 567-1042.)

by ELEANOR K. WELCH

A parenthetical, almost inaudible remark of a news anchorman at the conclusion of a noon broadcast caused me to rethink his comment. The news item was the public announcement of the selected developer of Pier 1 and environs. The anchorman said, "What a beautiful spot," or something of that nature, referring to the site of Pier 1 in East Boston. It's a fact we have known and appreciated for years. The latent fear is that somehow we may be denied the pleasure of enjoying the outlook or accessibility of the waterfront. True, we have experienced "watchdogs," community people attending meetings, keeping a finger on the pulse of activities that promote development. But, Boston politics being what it is, one never takes anything for granted.

Last week, when the blackout occurred, I look at a semi-darkened skyline from the "golden stairs." There is a time in my memory when the skyline boasted one tall building, the Custom House. It dwarfed all others in the vicinity. In recall, the row of red brick houses opposite the Park on the water side were simply homes of schoolmates, the Johnsons, Andersons, Pierces, Leonards, Vadoros, Mercadantes, and the popular "House of Good Will." In the every day life of us children then, it may well have been stigmatized as the house of ill repute, so narrow were the conceptions of a local parochial educational regime. Why we didn't turn out to become bigots, I'll never know. Perhaps in the generations we begot, we tempered what "Sister says" with a mother's modifications, liberal understanding and the principles of live and let live.

Anticipating the Ides of March

and St. Patrick's Day before we meet again via the printed word, let me remind you the fifteenth day of March need not be a day of dread as Shakespeare warned but only a week away from spring, and two days away from the festivities of St. Patrick's Day. At our house I know we're more Irish than our ancestors. Happy day to you too!

Why do I attempt to write an epi-

taph for Carmela? She wrote her own in a recent column. "The Flowering of a Child." From the time Rachel was able to doddle around the office of this paper, there was an aura of consummate love between mother and child. Carmela, blithe spirit that she was, has left a precious heritage in her daughter, Rachel and in the memories of her friends: courage under fire, and optimism in adversity.

BRIDGE

(Continued from page 3)

Bridge Branch, William Noulty, said, "There are no regulations established for the operation of the (Meridian St.) Bridge." Since the bridge opens on calls from pilots in the harbor, he added, the Coast Guard has contacted the owners of the facilities along the shore lines to ask them to rearrange deliveries at other than peak commuter traffic hours.

Large tankers loading to the East of the Meridian St. Bridge also use the basin beyond the bridge to turn around.

"If there were an emergency in East Boston" while the bridge were open, during rush hour, Noulty observed, "there would be real problems."

Other efforts are being made to re-route traffic from the Meridian St. area. Director of planning at the Massachusetts Port Authority (Massport) Norm Faramelli said the airport signs of the Mystic River Bridge have been taken down and replaced with signs directing airport-related traffic to the Revere Beach Parkway.

As soon as the final cost estimate comes in, said George Joseph, director of capital expenditures and programs for the state Department of Public Works, the state plans to

make a formal request for the federal emergency funds, which the state would then administer to the city. Joseph said the state ordinarily receives a 75 percent reimbursement for its emergency expenses, but the state would "plead poverty" and request 100 percent reimbursement.

Joseph also said that the state has made an agreement with the city that Boston will "pursue litigation vigorously" against the operator of the ship that hit the bridge last November. Out of the funds that are recouped through litigation, the state will allow the city to retain what it has cost to shore up the bridge with cables and to contract reconstruction estimates.

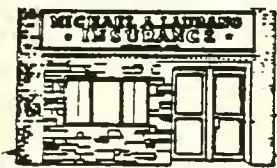
"Whatever is leftover comes to the state," Joseph said.

Joseph said the state is hoping to advertise construction bids "by the end of this year" and begin construction "by the end of 1984."

A spokesperson for the Federal Highway Administration (FHWA) said that the emergency bridge repair funds supplement annual federal allocations for bridge maintenance when a bridge sustains "sudden failure." FHWA assistant administrator Edwin Holahan said the last time Massachusetts received these funds was to repair the damage of the blizzard of 1978.

— Jean Riesman

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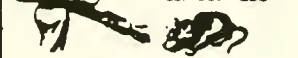
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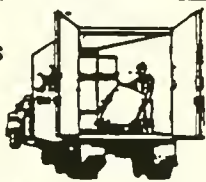
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CAT LOST — A white angora named Snowball disappeared Friday, March 4 in the Mt. Carmel area. If you've seen her, please call 569-3899.

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COMMUNITY CATCH-UP

DEVELOPMENT TEAM PICKED FOR PIERS

by JOANNE CICCARELLO

After interviewing 32 architectural firms from around the world, the Boston Redevelopment Authority (BRA) has chosen Arthur Erickson Architects of Vancouver, British Columbia, as lead developer for the East Boston Piers 1-5.

Members of the Piers Project Advisory Committee (PAC) describe the choice as sensitive to community concerns about the proposed multi-use development. BRA open space planner and the authority's representative to the PAC, Gary Brown, said Erickson's designs "have shown sensitivity to other communities." PAC clerk Lucy Ferullo said she was impressed with how well the firm did its homework. In preparing his proposal to the BRA, Erickson gathered a number of local planners, at least one of whom, William Yuhas, has worked in East Boston before. The PAC and the BRA will now be working with these sub-consultants to develop a final Master Plan and construction schedule.

The Massachusetts Port Authority (Massport) still owns the 56 acres of abandoned pier property, which it says are no longer needed for maritime purposes. Massport's 1976 Master Plan stated that the best use for the land was "for residential, recreational, or other purposes related to the development of the East Boston community."

In August 1981, the BRA and Massport agreed to develop that land with the help of East Boston residents. The BRA agreed to collaborate with a neighborhood planning group, the PAC, with final approval at each step from Massport.

In the past year and a half, the PAC and the BRA have selected four basic multi-purpose designs which they included in an interim report.

Yuhas, at one time East Boston planner for the BRA and now a member of Bergmeyer Associates, will be acting as the liaison between the community and Arthur Erickson. Yuhas said he expects Erickson to be "sensitive" to continuing the joint representation of the BRA,

Massport, and the community. "The key in this," he says, "is community impact."

Yuhas is familiar with East Boston and its politics from his experience as BRA planner during the development of the Heritage Apartments and Shore Plaza East, over whose design community members sued the developers.

Arthur Erickson's famous designs include the theme building for Expo '87 in Montreal, the Canadian Pavilion for Expo '70 in Osaka, Japan, the National Art Gallery of Canada in Ottawa, and two rapid transit stations in Toronto. Canadian prime minister Pierre Trudeau created a stir in the architectural world when he picked Erickson to design the Canadian Embassy in Washington, D.C., even though Erickson had not entered the national architects competition.

VENT STUDY POSTPONED

Last spring East Boston Fair Share launched a campaign to determine the quality of air emitted from the Sumner and Callahan Tunnel stacks. After a series of meetings between the Massachusetts Turnpike Authority, the state Department of Environmental Quality Engineering (DEQE) and Fair Share members, the Turnpike Authority agreed to hire a consultant to monitor the stacks and determine the levels of pollutants in the air. However, the study has been delayed until at least late next fall due to the implementation of the one-way tolls experiment.

According to Fair Share member Marie Cargill, the MTA had written contract specifications and it appeared the study was "almost ready to go." But in came a new state administration and with it, a new set of priorities. State Secretary of Transportation Fred Salvucci, decided to implement the 60-day one-way toll experiment in May, 1983. Accordingly, the air quality monitoring

has been postponed until after the tolls experiment because DEQE and the Turnpike Authority felt the stack emissions should be monitored under "steady-state" (i.e., normal traffic) conditions.

Salvucci aide Jeff Young explained that in order for the monitoring results to be most reliable, the testing should occur during conditions which accurately reflect the actual situation. Therefore, if the testing occurred during the tolls experiment, but the steady-state condition was characterized by two-way tolls, the results would be inaccurate.

The possibility exists that the one-way toll system may become permanent after the experiment is complete. If so, one-way tolls will then be the steady-state condition and stack emissions monitoring will take place under those circumstances. In addition, unrelated air-quality testing of carbon monoxide levels will be conducted as part of the one-way tolls experiment. The carbon monoxide levels will play a role in the state's determination of whether or not to implement the system permanently.

Cargill says Fair Share is not so much concerned with carbon monoxide levels as it is with other dangerous pollutants and carcinogens whose long-range health effects are unknown. Cargill cites the connections between pollutants such as asbestos, lead and diesel fuel, and cancer, lung and heart diseases as reasons for concern.

DEQE has told Fair Share that the delay of the monitoring until the winter months may be beneficial because certain pollutants will be stronger then, which would result in a higher (or worse) reading. However, Cargill countered

that there are also certain pollutants, particularly heavy carbons, which render a higher reading in warmer months. Cargill and other Fair Share members intend to review DEQE's materials on this matter to determine if indeed the monitoring will be better conducted during the winter. If they are unconvinced, Fair Share may push for earlier testing.

—Vanessa Parks

BRIDGE UP, DOCTOR OUT

The Chelsea Street Bridge is still up, but in another two weeks Boston public works commissioner Joseph Casazza thinks he will know how long it will take for the bridge to come down — and even be fixed.

Casazza said he has already received assurances the city is eligible for federal emergency bridge repair funds, based on preliminary engineering estimates. Within the next two weeks, Casazza said, "a second opinion from another doctor" is due in from a New York consultant specializing in movable bridge design.

Pending bridge reconstruction, the Coast Guard has made an informal agreement with the shipping operators that use Chelsea Creek to restrict creek traffic as much as possible during rush hours, to avoid opening the Meridian Street Bridge from 7 to 9 a.m. and from 4 to 6 p.m. The Meridian St. Bridge is currently East Boston's main connector with neighboring communities other than the Sumner and Callahan tunnels.

The chief of the Coast Guard's
(Continued on page 10)

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Community Meeting

The monthly meeting of the Faulkner Hospital All East Boston Community Health Committee, Inc. will be held on Wednesday, April 20, 1983 at 7:00 p.m. in the East Boston Neighborhood Health Center third floor conference room, at 10 Love Street.

Dedication of the Carmela Ciccone Community Meeting Room/a public ceremony will be held on Friday, April 29, 1983, at 1:00 p.m. to dedicate the East Boston Neighborhood Health Center conference room in memory of Carmela Ciccone.

A presentation on Alcoholism and Treatable Disease will be provided by Robert E. Walsh, Director of Alcohol Services at the Faulkner Hospital.

For more information, call 567-8077.

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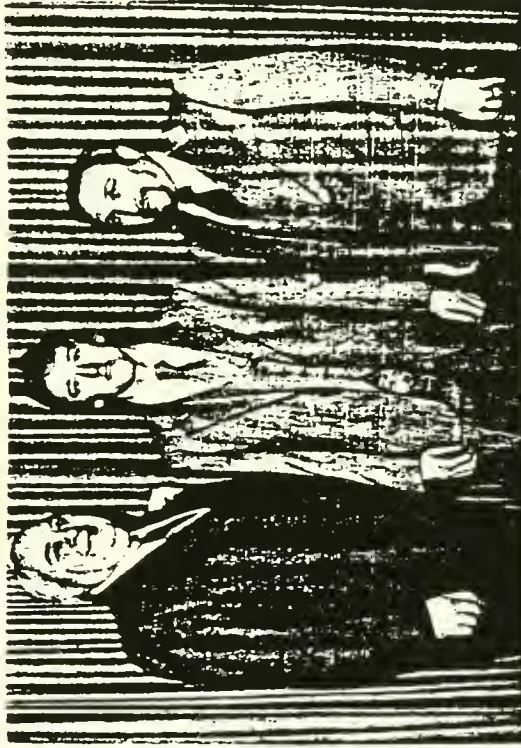
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Annual Sports Banquet



Shown here at 22nd Annual Sports Banquet sponsored by the Massachusetts Grand Lodge, Order of Sons of Italy in America are, from left to right, Henry Pridemore, Jr., Grand Venerable of OUSA; Thomas Gullitt, 84, Domestic Savio High School Baseball Award recipient; and Dick Curran, Board of Directors of the Medford Sons of Italy.

Orient Heights Recreation Center Men's Basketball

By Paul May

STANDINGS

Bomb Squad	11 1
Diamonds are Ferrara	11 1
The Challengers	7 5
Heights Express	6 6
Mustangs	5 7
T B A Marauders	4 8
Fillons	2 10
Piedmont	2 10

After 12 games on our 14 game schedule, we still cannot pick for certain the four teams that will participate in our playoffs that are scheduled to begin in a couple of weeks.

On Monday, April 4, Diamonds are Ferrara scored 12 more points than Piedmont to win our first game 48-36. Brian Stone, the game's high scorer had 15 points, steady Tony D'Agostino had 12, and Carl Cinardo tallied 11.

Brian Fino and Eddie Palladino each netted 4 baskets and a free throw for 9 points. Paul Clano and Steve Strangle popped in 3 for 9 points. Kenny DeFoe, at least one of the league's most consistent

being "inside" and scored 34 points. Mark Weddick, who in most cases is the test, bit for 4 buckets, 3 free throws for 11 points and 4 personal fouls to make an all around game for himself. Billy Forbes, one of the league's better 15 foot shooters, shot from outside to collect 12 points for the night.

The Mustangs did it again, beating the T B A Marauders 44-56 in our third game for their third straight victory. John Keuster 34 points, need 1 day more. Mike Gentile managed 16 points, and Brendan Carr scored 16.

The Marauder's scoring not being enough for sure, was at least well balanced. Tony Lockhart pulling down rebounds, and scoring 13 points. Derek Kay popped for 11. Bart Viola and Anthony Guarino both had 10.

Our last game had the Heights Express beating the Fillons 52-46. For the Express, Paul Blon-

8000 Bills To Face State Legislature; Expect 500 To Pass

By Representative William Robison

House Republican Floor Leader

In the legislative process, bills are filed in December for the following year's session. Committee hearings are held in late winter and early spring. Republican legislators have a number of bills now going through the committee process on Beacon Hill that you should know about.

CRIME: We have filed a series of bills dealing with the defense and victim's rights legislation creates a "guilty insane" plea, shifting the burden of proof from the prosecution to the defendant and providing mandatory periodic examinations by a physician after

Public Meeting On Pier Development Plan On April 14

There will be an important and informative meeting of the East Boston project advisory committee (EABAC) on Thursday, April 14, 1983 at 4:00 p.m. on the second floor of berth 1 in the Massport Pier One shed.

The committee is working with the Boston Redevelopment Authority and Massport to establish a development plan for the East Boston Piers. The committee will be present to discuss the progress which has been made toward a preliminary development program for the site. All meetings of the PAC are open to the public. Broad community awareness of planning progress and project status is important to the success of this exciting undertaking and the committee urges everyone interested in attending.

EDUCATION: Parents, pressed by tuition bills, should appreciate our proposed legislation which would exempt tuition which would exempt state income tax amounts by the taxpayer into an Education Fund Account for a named student. The account would be paid out by the bank to an accredited college or training school on the basis of invoices for expenses usually billed by the school. Any money left in the account when terminated would go back to the original depositor and would, at that point, become taxable. Other legislation proposed by the Republicans include:

*A bill requiring that all voting places have parking spaces reserved for the handicapped.

*A state income tax deduction for insulation installed in a residence.

*Tax incentives for corporations that provide day care programs.

And, of course, our proposed Lennon Law which would protect the owner of a new car that turns out to be defective and the Credit Card Interest Rate bill which calls for banks to lower the interest rate charged to 12% or the prime rate, have both received considerable attention.

Over 8,000 bills have been filed for this session. Of these perhaps 500 will become law. We think

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